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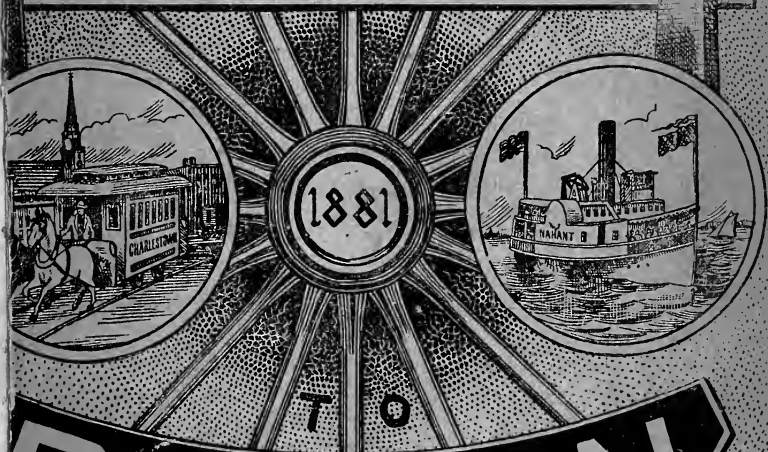
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GUIDE



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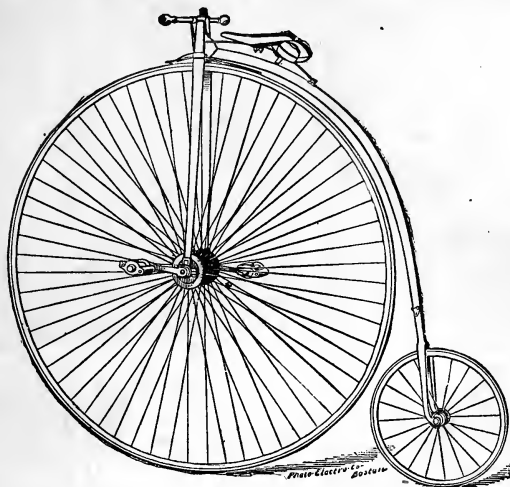


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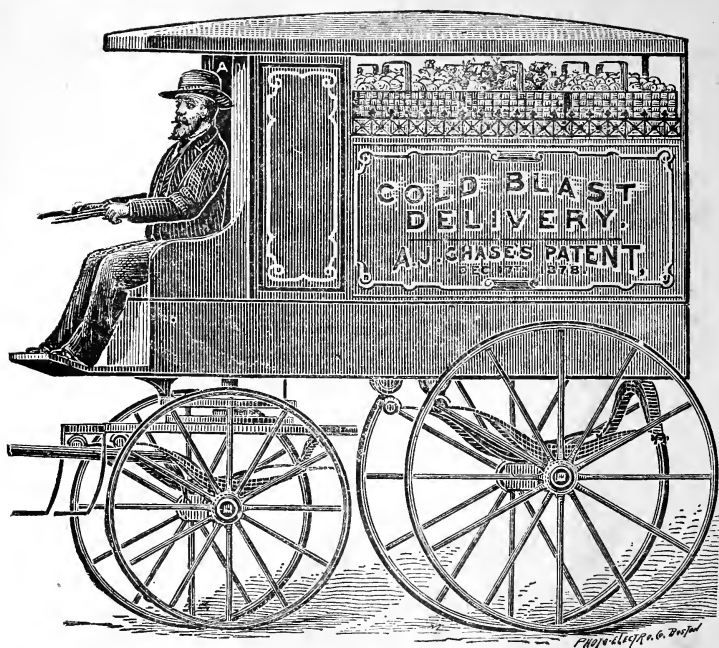
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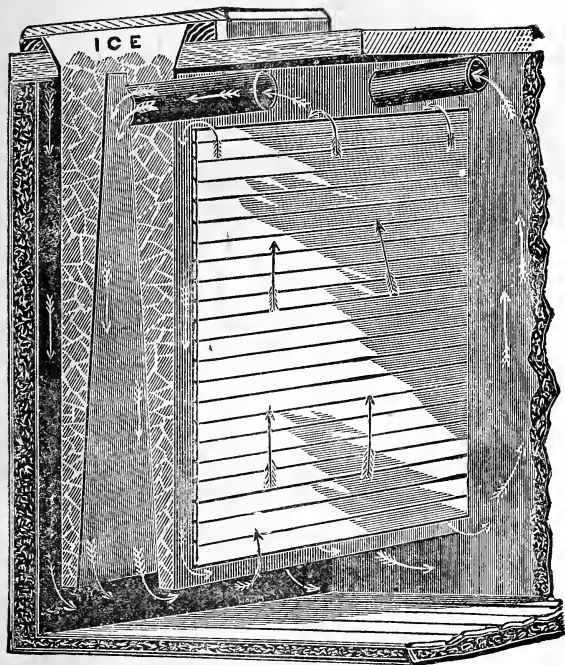
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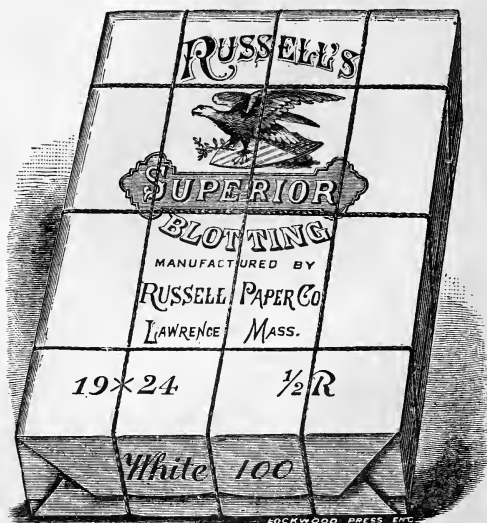
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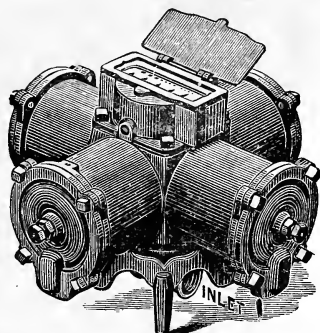
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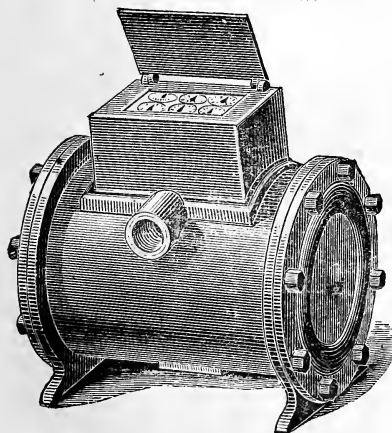
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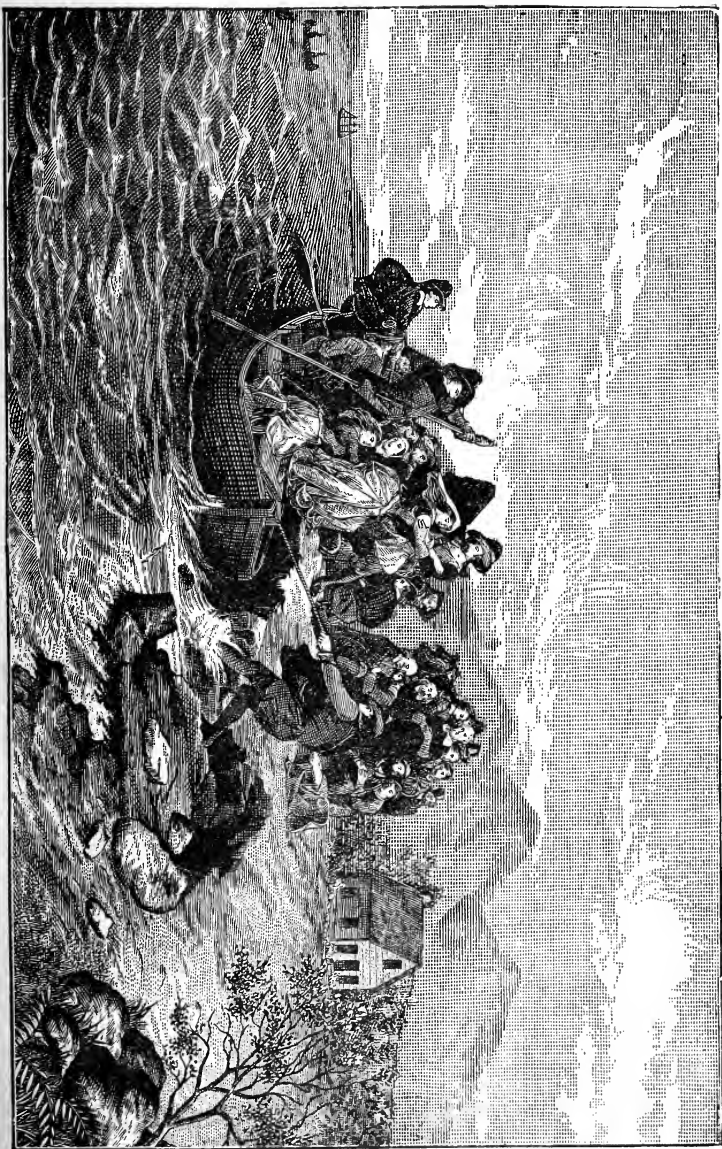
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WITH MAPS OF

BOSTON AND THE HARBOR,

ALSO A FULL DESCRIPTION OF ROUTES OF THE HORSE-CAR
LINES, STEAMBOATS, COACHES, RAILROAD STATIONS,
PUBLIC BUILDINGS, CHURCHES, THEATRES,
GARDENS, BEACHES, DRIVES,
HOTELS, ETC., ETC.

By James Henry Stark.



BOSTON, MASS.:

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INTRODUCTION.

IN sending forth our Guide to the strangers visiting Boston, we feel confident that it will prove a great convenience, and save much trouble and annoyance to those requiring its use ; as all the information is as accurate as it can possibly be, much time and money having been used to make it so. The maps of the city and harbor, on account of their superior excellence and perfect accuracy, cannot fail to please the public. The principal object has been to condense, into as few pages as possible, such information as is needed by strangers and tourists visiting Boston.

A reference to the advertising pages shows the cards of some of our most prominent and leading business houses in the city. A visit to their respective places would be of value to those interested ; and a careful perusal of their different specialties, with the inducements offered, will be found to be particularly interesting to the general public.

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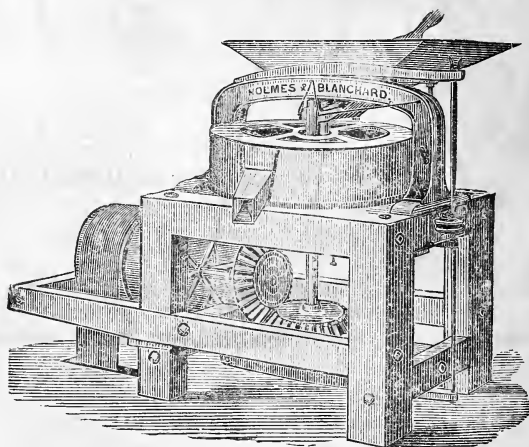
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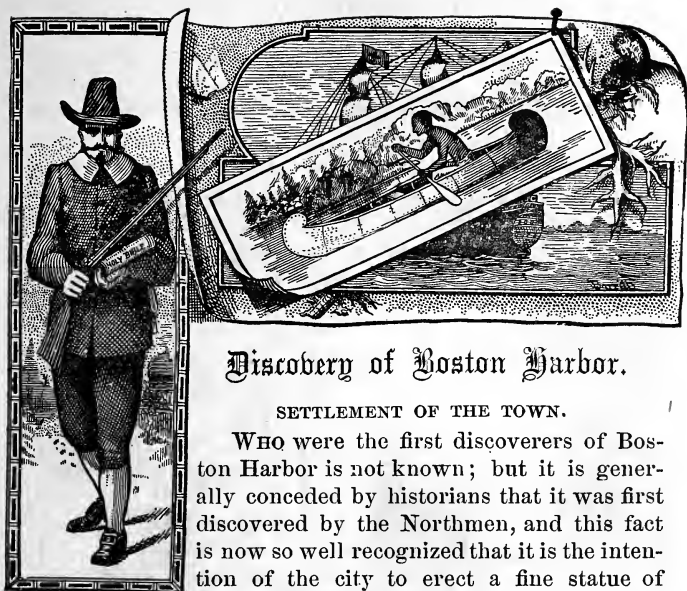
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BOSTON.



Discovery of Boston Harbor.

SETTLEMENT OF THE TOWN.

WHO were the first discoverers of Boston Harbor is not known; but it is generally conceded by historians that it was first discovered by the Northmen, and this fact is now so well recognized that it is the intention of the city to erect a fine statue of "Lief," the "Northman," opposite the entrance to the Museum of Fine Arts.

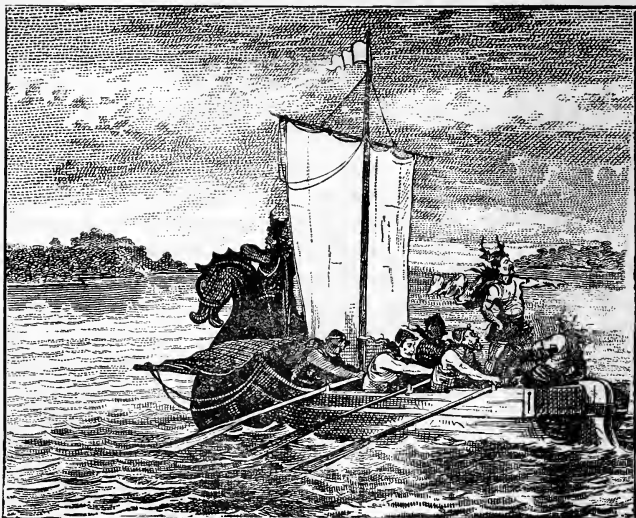
It is a well-known fact, that the inhabitants of Norway, Sweden, and Denmark, were at a very early period of the Christian era acquainted with the science and practice of navigation, far surpassing the people of the South of Europe in building vessels, and managing them upon the sea.

The characteristics of these people were of a predatory and piratical nature, who possessed nothing of that thirst for glory of discovery that so eminently distinguished those of the Southern countries.

As early as 861, in one of their piratical excursions, they discovered Iceland; and about the year 889 Greenland was discovered, and peopled by the Danes, under Eric the Red, a noted chieftain who had to flee from his country for murder.

Very early in the eleventh century, Biarne, an Icclander, who had visited many countries with his father Heriulf, for

trading purposes, being accidentally separated in one of the vessels from his parent, in directing his course to Greenland, was driven by a storm southwesterly to an unknown country, level in its formation, destitute of rocks, and thickly wooded, having an island near its coast. After the storm abated he concluded his voyage to Greenland, and related his discoveries to Lief, the son of Eric the Red, a



DISCOVERY OF BOSTON HARBOR BY LIEF, 1082.

person of an adventurous disposition, whose desires he awakened by the recital of his accidental discovery. Lief sailed in the year 1002 on a voyage of discovery, and it is stated that the Iclander visited not only the shores of Greenland and Labrador, but explored the coast of New England, during which they discovered Boston Harbor; one of the promontories, they named "Krossaness," and which archæologists have been led to believe was one of the headlands of Boston Harbor, named afterward by the Plymouth

settlers Point Allerton, which is the northerly termination of Nantasket Beach. These discoveries of the Northmen were forgotten for many years, and as late as the fifteenth century Greenland was only known to the Norwegians and Danes as the "lost land." It is more than probable that Columbus during his voyage heard of the discoveries made by the Northmen, or saw their charts, which caused him to so strongly believe that there was "land to the westward."

After the discovery of America by Columbus, many voyagers visited the American coast in the northern latitude before the settlement of New England; among whom were John Cabot and his son Sebastian, natives of Bristol, who made the first authentic discovery of the American continent. The land thus discovered by the English merchant was a portion of Labrador, which event occurred on the 24th of June, 1497, about thirteen months before Columbus on his third voyage came in sight of the mainland, and nearly two years before Americus Vesputius ventured to follow the illustrious Columbus.

FIRST AUTHENTIC DISCOVERY OF BOSTON.

In 1602, Bartholomew Gosnold, a daring mariner from the west of England, being possessed of a great desire for discovery, set sail from Yarmouth in a small vessel, with only thirty-two men, and was the first Englishman who came in a direct course and set foot on Massachusetts soil, selecting a small island called Cuttyhunk, situated at the mouth of Buzzards Bay. There, upon a little but well-wooded island of about one acre of land, in a pond of fresh water, Gosnold built a fort and established a house, the vestiges of which may be seen at the present time; on the 18th of June, scarcely a month after landing, he sailed with his men for home. In the year 1614, Captain John Smith, of Pocahontas notoriety, a celebrated traveller and navigator, sailed from England, and explored the coast of New England in a boat which he built after his arrival; by this means he was enabled to explore the bays, harbors, rivers,

and difficult and dangerous places, without running any risk or danger of losing his vessel. With eight men for a crew, he explored the coast from the Penobscot to Cape Cod, trading with the Indians for furs. On this expedition he discovered Boston Harbor and the Charles River, and landed on a high, rocky promontory, now known as Savin Hill.



FIRST INTERVIEW WITH THE INDIANS.

THE SETTLEMENT OF BOSTON.

After the death of King James in 1625, Charles I. succeeded to the throne, who committed the government of the church to men of arbitrary principles, passionately fond of the established rites and ceremonies, and disposed to press the observance of them with rigid exactness, until at last the very name of bishop grew odious to the people, and they were forced to draw their swords in defence of their liberties, whereby the kingdom was involved in the horrors of a civil war.

This being the melancholy state of affairs, Rev. John

White, minister of Dorchester, England, encouraged by the success of the Plymouth Colony, projected a new settlement in the Massachusetts Bay. Mr. White associated himself with several persons of quality about London, who petitioned the King to confirm their rights by a patent, which he did on the 4th of March, in the fourth year of his reign. Their general business was to be disposed and ordered by a Court, composed of a Governor, Deputy Governor, and eighteen Assistants. Their jurisdiction extended from three miles north of the Merrimack to three miles south of the Charles River, and in length from the Atlantic Ocean to the South Sea.

Preparations began to be made with vigor for the embarkation of a great colony. By the end of February, 1630, a fleet of fourteen vessels was furnished with men, women, and children,—all necessary men of handicrafts, and others of good condition, wealth and quality, to make a firm plantation.

In this fleet were congregated our forefathers, with their wives and little ones, about to quit forever their native country, kindred, friends, and acquaintances; they were about to leave the land of their fathers, perhaps forever,—to break asunder those cords of affection which so powerfully bind a good man to his native soil, and to dissolve those tender associations which constitute the bliss of civil society. All the fleet, on Monday, March 29, 1630, were riding at anchor at Cowes, Isle of Wight. By head-winds and other causes they were delayed a week, during which they improved one day as a fast.

On the 8th of April, about six in the morning, the wind being east and by north, and fair weather, they weighed anchor, and set sail.

“No accident of any moment occurred on board of the ships. They saw one or two whales, one with a bunch on his back about a yard above water, and all the way were birds flying and swimming, when they had no land near by two hundred leagues.” On the 3d of June they approached near enough to the coast to get soundings in eighty fathoms;

they were regaling themselves with fish of their own catching. On the 8th they had sight of Mt. Desert.

"So pleasant a scene here they had as did much refresh them; and there came a smell off the shore like the smell of a garden."

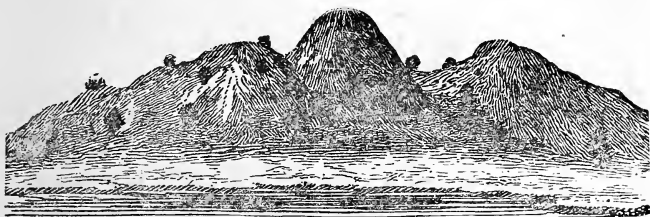
Noah could hardly have been more gratified to behold his dove with the olive-leaf in her mouth, than these people must have been to have received a visit from a wild pigeon and another small bird from land.

All day on the 11th they stood to, and again within sight of Cape Ann. On Saturday, the 12th, at four in the morning, they gave notice of their approach, from a piece of ordnance, and sent their skiff ashore. In the course of the day, passing through the narrow strait between Baker's Island and another small island, they came to anchor in Salem Harbor. The other ships of the fleet came in daily, and by the 6th of July thirteen out of the fourteen had arrived safely, without the loss of more than fifteen lives by sickness or accident. A day of public thanksgiving was therefore kept on the 8th of that month.

The other vessel, the "Mary and John," which brought over Messrs. John Warham and John Maverick, with many godly families from Devonshire, Dorsetshire, and Somersetshire, together with Edward Rossiter and Roger Clap, who was afterward captain of the "Castle," in Boston Harbor, became separated from the fleet during the voyage, and was the first to arrive. They had some difficulty with Captain Squib, who, "like a merciless man" (but he could hardly have been expected to do different, as the harbor was but little known, and he would have been in danger of losing his ship had he done as they desired), put them ashore on Nantasket Point, now called Hull, notwithstanding they held that he was engaged to bring them to the Charles River; yet he contended that they were then at the entrance of the river. This all took place before the 14th of June, on which day the ship "Admiral," of the New England fleet, arrived in Salem, on which Governor Winthrop and Mr. Isaac Johnson came as passengers.

LANDING OF THE SETTLERS.

Governor Winthrop, after his arrival at Salem, determined to remove to a point of land, since called Charlestown, in honor of Charles I., and with his followers took up his abode there, and dwelt in the "Great House," which was built the year before by Mr. Thomas Graves, while the "multitude" set up cottages, tents, and booths. From the length of their passage over the Atlantic, many arrived sick with scurvy, which greatly increased afterward through the want of proper houses to live and sleep in. Other distempers also prevailed; and, although the people were very loving and kind to each other, yet so many were



THE TRAMOUNT OR SHAWMUT.

afflicted that those few who remained well were unable to attend to them, and many died in consequence. Fewer dismal days did the first settlers experience than those they passed at Charlestown. In almost every family lamentation was heard, fresh food could not be obtained, and that which added to their distress was the want of fresh water; for although the place afforded plenty, yet for the present they could find but one spring, and that could not be reached except when the tide was down: this want of water was their principal cause of removal to Shawmut, now Boston; for notwithstanding the resolution of the principal men to build their town at Charlestown, the discouragements attendant on sickness and death caused many to be restless, and to think of other locations; in the mean time Mr. Wil-

liam Blackstone, who lived at Shawmut (which signifies, in the Indian language, "living water," on account of the springs found there, and called by the new-comers Tramount, or Trimount, from its appearance from Charlestown of three large hills), learned of their distress, and, going over to their relief, advised them to remove to this peninsula. His advice was kindly received, and followed soon after. Thus Boston became settled by the English Puritans.

THE FIRST SETTLER OF BOSTON

Was Mr. Blackstone. This was acknowledged during the lifetime of the Governor, as shown in the records of



MR. BLACKSTONE'S RESIDENCE.

Charlestown in these words: "Mr. Blackstone, dwelling on the other side of Charles River alone, at a place called by the Indians Shawmut, where he had a cottage at, or not far off from, the place called Blackstone Point [supposed to be near to where the depot of the Lowell Railroad now stands], he came and acquainted the Governor of an excellent spring, inviting and soliciting him thither. Whereupon, after the death of Mr. Johnson and divers others, the Governor and Mr. Wilson, and the great-

est part of the church, removed thither; whither also the frame of the Governor's house was carried, when the people began to build their houses against winter, and this place was called Boston, which was named after Boston in Lincolnshire, England, from which place some of the settlers came from." Blackstone's house, or cottage, in which he lived, together with the nature of his improvements, was such as to authorize the belief that he had resided there some seven or eight years. He was a retired Episcopal clergyman, and was one of those who preferred solitude to society, and his theological ideas corresponded with those habits of life. How he became possessed of his lands here is not known; but it is certain he held a good title to them, which was acknowledged by the settlers under Winthrop, who, in the course of time, bought his lands of him, and he removed out of the jurisdiction of Massachusetts. When he invited Winthrop to come over to his side of the river, he probably had no thought of removal himself, as it was some four years later when he changed his location. His selling out and leaving Boston was no doubt occasioned by his desire to live more retired, as well as a dislike to his Puritan neighbors. He said he "left England because of his dislike of the Lord Bishops, and now he did not like the Lord Brethren." One of the new-comers writes about him as follows: "There were also some Godly Episcopalians, among whom may be reckoned Mr. Blackstone, who, by happening to sleep first in an old hovel, upon a point of land there, laid claim to all the ground whereupon there now stands the whole metropolis of English America, until the inhabitants gave him satisfaction."

Blackstone retreated to that beautiful valley through which flows the Blackstone River, named in honor of him.

Upon Blackstone's advice the Charlestown settlers acted, and removed to Shawmut. In the first boat-load that went over was Anne Pollard, who lived to be one hundred and five years old, and whose portrait we give, which was copied by the Photo-Electrotype process, from a painting in the possession of the Massachusetts Historical Society, that was

painted when she was one hundred and three years old. As the boat drew up towards the shore, she (being then a romping girl) declared she would be the first woman to land, and, before anyone, jumped from the bow of the boat on to the beach. According to this statement, which is based on good authority, Anne Pollard was the first white



ANNE POLLARD, THE FIRST WHITE WOMAN WHO LANDED IN BOSTON.

female that trod on the soil of Boston. This we have made the subject of our illustration in the frontispiece. Her deposition, at the age of eighty-nine, was used to substantiate the location of Blackstone's house.

THE ABORIGINES.

The Indians living to the north visited the settlement quite frequently; but no intercourse was had for some time with the Massachusetts, living to the southward, whose principal residence was on the Neponset River. At the

head of these was a chief named Chickataubut. He had learned, probably, that Indians who visited the new people at Shawmut fared well, and he resolved to venture among them to see what benefit they would be to him. Accordingly he mustered up considerable men, who, with their wives, made their appearance at the dwelling of the Governor; and, to satisfy him that they had not come out of idle curiosity, he presented him with a hogshead of Indian corn. The Governor could not be outdone in generosity in so important a state affair; and, therefore, he provided a dinner for the whole company. The Governor allowed Chickataubut to dine with him at his own table, where he behaved himself as soberly as an Englishman. The next



INTERVIEW BETWEEN THE INDIANS AND GOV. WINTHROP.

day after dawn they returned home; the Governor giving him some cheese and peas, and a mug, and several other small things.

EARLY APPEARANCE OF BOSTON.

Winthrop's company found Boston sparsely wooded; water, however, was abundant and good. In addition to the springs near Blackstone's house, mention is made in the first records of a "great spring" in Spring Lane, as well as other springs on the neck and elsewhere.



BLOCK-HOUSE ON THE NECK.

The first settlers located chiefly within the limits between what are now Hanover, Tremont, Bromfield, and Milk Streets. Pemberton Hill was also a favorite place of residence. The first buildings were rude and unsightly. They were of wood, with roofs thatched, while the chimneys were built of pieces of wood placed crosswise, and covered with clay. The foregoing picture of a block-house will give some idea of their character. Economy in building was carried so far that Governor Winthrop reproved his deputy, in 1632, for nailing clapboards upon his house; saying, "that he did not well to bestow so much cost about the wainscoting, and adorning his house in the beginning of a plantation, both in regard of the public charges and for example."

THE FIRST GENERAL COURT

Was held in Boston, in 1630. John Winthrop was elected Governor, and Thomas Dudley, Deputy Governor.

In 1632 Boston was declared by the colonial legislature to "be the fittest place for public meetings of any place in the Bay," and it has remained the capital of Massachusetts ever since.

The government of the Town was in the hands of nine selectmen.

MANNERS AND CUSTOMS.

Boston was settled in the time of Charles I., and the dress and customs of the people bore the impress of that period. The short cloak, silk stockings, and doublet were worn by people of quality; but the colors were sober and subdued. Governor Winthrop wore the plaited ruff, which contained two yards or more of linen; while others wore the broad, falling collar, in which we always see the Protector.

The ladies' toilets were elaborate, the hair being arranged on crape cushions so that it would stand high; and it is said that some ladies had their hair dressed the day before a party, and would sleep in easy chairs in order that it might be kept in condition.

The townspeople were grave and austere. "No strangers were permitted to live within the town without giving bonds to save the town harmless from all damage and charge for entertaining them;" and no person was allowed to take any tobacco publicly, under penalty of one shilling. Parents could be ordered by the selectmen to bind their children as apprentices, or put them out to service; and, upon refusal, the children were taken from the charge of the parents by the town.

On September 15, 1641, there was a training of twelve hundred men at Boston for two days; and it is recorded that no one got drunk, no one swore an oath.

The price of cattle, commodities, food, and the wages of laborers were regulated by the town.

In 1640 Edward Palmer was compelled to sit an hour in a pair of stocks which he was hired to frame, and for which he asked an excessive price.

This rigid discipline was applied to members of the fold, while Quakers, Episcopalians and Anabaptists were scarcely tolerated within the colony.

Here the war for independence was begun, and Massachusetts has the honor of having furnished one-third of the men and money to carry the struggle to a successful issue.

II.—Boston in the Revolution.

As the history of Boston is closely connected with the Revolutionary War, it will not be out of place to give a synopsis of the principal events that occurred in Boston and its vicinity that led to the struggle for independence; as Boston was foremost in opposition to the encroachments of the British Government on the colonies, and was selected as the first to experience the rigor of the mother country, when it was determined to use force to overcome the rebellious spirit that was fast growing in America.

The taxing of America was first moved in Parliament in March, 1764. The result was the Stamp Act, imposing a tax upon all notes, bonds, paper, and so forth.

The reception of the news of the passage of this act was received with universal indignation, which was boldly expressed in Boston. The stamp agents were compelled to resign, and the act was wholly disregarded. It stirred up the people to a sense of the wrong attempted to be inflicted upon them; and they found in the descendants of the sturdy Puritans, who had never entertained any very exalted reverence for kingly prerogatives or monarchical rule, a class prepared to assert their rights and willing to fight against oppression.

Trouble soon arose between the government troops and the townspeople. The latter felt aggrieved at the Stamp Act, and other laws made by the home government without their sanction, and in which they were not represented, and they regarded the troops as being sent here to oppress and tyrannize over them. This culminated in the so-called Boston Massacre, March 5, 1770; in which some of the townspeople were shot by the soldiers, they being surrounded by a crowd of men and boys, who began to throw missiles at

them, and dared the soldiers to fire. At last they did fire, and four persons were killed.

THE BOSTON TEA-PARTY.

This disturbance was still fresh in the minds of the people when the East-India Company sent several vessels to Boston, loaded with tea. The inhabitants declared that they would not pay any duty on tea imported from England; and, on the arrival of the ships, a call was made to citizens, December 16, 1773, by Samuel Adams and others, for a public meeting, at Faneuil Hall, to put into action plans already made to prevent the landing of the tea. On account of the immense crowd which more than filled the hall, a motion was made to adjourn to the Old South Church. At this meeting was made the first suggestion to dispose of the tea in the way finally adopted. John Rowe, who lived on Pond Street, now Bedford, said, "Who knows how tea will mingle with salt water?" This idea was received with great laughter and approval. It is from Rowe that Rowe St. (now a part of Chauncy St.) took its name.

A signal being given, the simulated Indians, "Mohawks," appeared precisely at the moment when negotiation had failed to prevent the landing of the tea; and when the deputation returned with their unfavorable report, late in the afternoon, the Indian yell was heard at the church door, and the disguised Mohawks, since so famous, filled the street, and made their way through Milk St. directly to Liverpool Wharf, with large accessions from the crowd of apprentice lads and idlers from the meeting of the Old South, swelling the number to more than a hundred. Some sixty went on board. Each detachment had its leader. Everything was orderly, systematic, and doubtless previously concerted. The leaders demanded of those in charge of the ships the keys to the hatches, candles and matches; which were produced. The "Dartmouth" was first visited, and relieved of her cargo of one hundred and fourteen chests.

The contents of three hundred and forty-two chests were thrown overboard. The women of Boston were not behind the men in their opposition to the tea-duty; for they held meetings, and resolved to make no use of it whatever.

This act brought the King and Parliament to decide that their rebellious subjects in Boston should be subdued by force of arms, and troops in large numbers were then sent to Boston. On the 1st of September, 1774, two hundred troops went up the Mystic River, and took from the powder-house two hundred and twelve barrels of powder belonging to the province, and brought off two field-pieces from Cambridge.

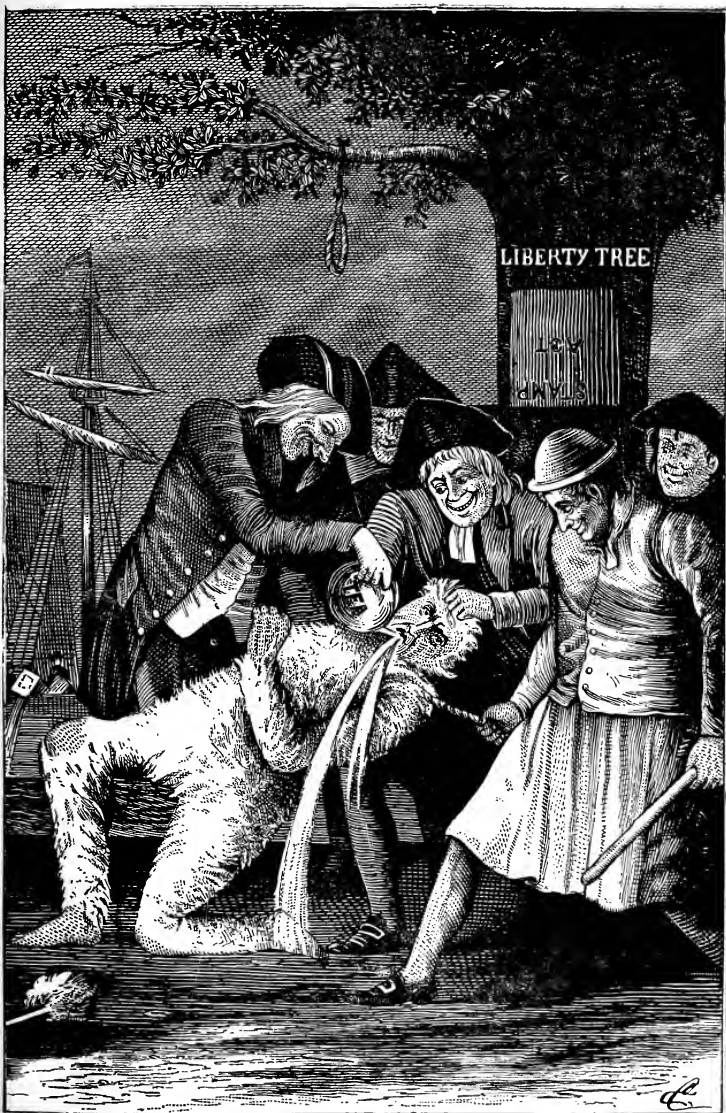
On the 15th of December, in retaliation, a party of the people attacked the fort at Newcastle, N. H., scaled the walls, disarmed the captain and his men, and took possession of ninety-seven barrels of powder, with upwards of sixty stand of arms and sixteen pieces of cannon, all of which was conveyed to a safe place in the country.

The following year, General Gage, being informed that powder and other warlike stores were being collected at Concord, sent a detachment of eight hundred troops there to take possession of them.

BATTLE OF LEXINGTON.

On April 18, 1775, at ten o'clock at night, the troops embarked in boats, crossed the Charles River to Cambridge, and at dawn of day reached Lexington, about twelve miles from Boston, where they were confronted on the village green by the Lexington militia, which was ordered to disperse; but, failing to do so, the British fired on them, killing several. Upon this, the Americans returned the fire, and then dispersed in various directions.

The British gave three cheers in token of their victory, and continued their march to Concord, where they arrived at nine o'clock; and, after destroying the stores, they took up their march for Boston. But now, the alarm having spread through the country, the troops had hardly com-



BOSTONIANS PAYING THE EXCISEMAN IN TAR AND FEATHERS. COPIED FROM A RARE PRINT, PUBLISHED IN LONDON, 1774.

menced their march before a volley was fired from a barn at them; and, as they advanced, volley succeeded volley, and musket answered musket, from every cover. On either side of the highway, along the skirt of every wood or orchard, in the open fields, and from every house or barn or cover in sight, the flash of fire-arms was to be seen; while the shouts of the British grew at each instant feebler and less inspirited, and they must, no doubt, have soon surrendered had they not been met with re-enforcements under Lord Percy of a thousand men and two field-pieces; but they were still harassed till they reached Charlestown Neck, when Lord Percy took his station on Bunker Hill, and next day the soldiers all removed to Boston. The news of the transaction spread with the greatest rapidity, and within two days so great a body of the Americans was collected that the British were fairly blockaded in Boston, and all intercourse between the town and country ceased.

BATTLE OF BUNKER HILL.

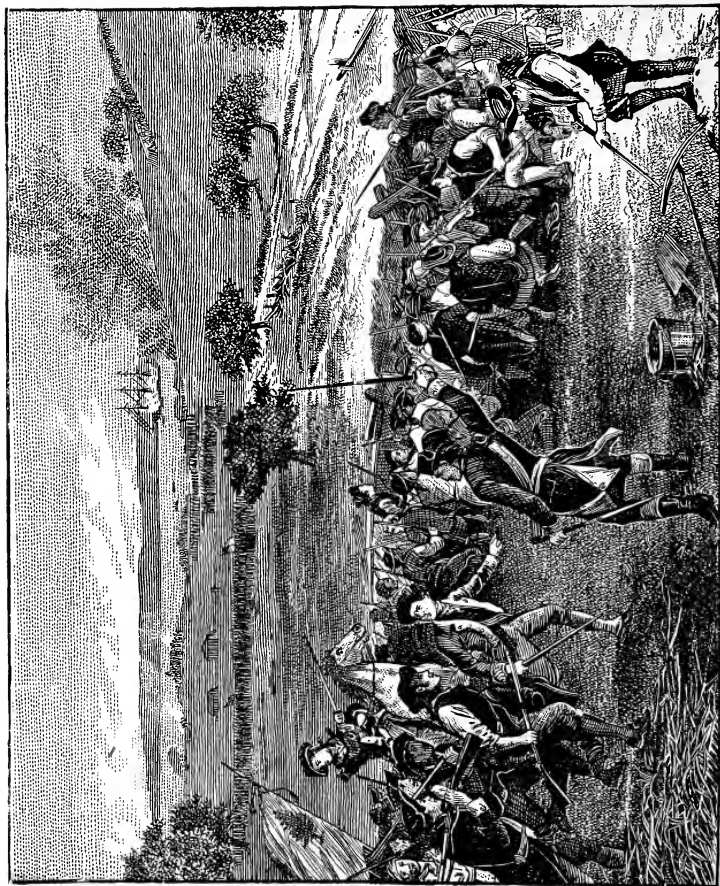
Toward the end of May, Generals Howe, Clinton, and Burgoyne, with re-enforcements, arrived from England, and the British army burned to try their prowess against the rebels in open fight. June 16, 1775, one thousand Americans entrenched themselves on Bunker Hill, and by the dawn of day they had thrown up a small redoubt about eight rods square. At this time a heavy fire began from the enemy's ships, a number of floating batteries, and from a fortification upon Copps Hill in Boston, directly opposite to the little redoubt on Bunker Hill. An incessant shower of shot and shells was rained by these upon the Provincials, who continued to labor indefatigably till they had thrown up a small breastwork extending from the east of the redoubt to the bottom of the hill, but were prevented from completing it by the intolerable fire of the enemy.

Between twelve and one o'clock a number of boats and barges, filled with the regular troops from Boston, landed, set fire to Charlestown, and marched towards the redoubt.

The Provincials impatiently awaited the attack of the enemy, and reserved their fire till they came within ten or twelve yards, and then began a furious discharge of small arms. This fire arrested the enemy; for they returned it without advancing, and then retreated in disorder to the place of landing. At length they were rallied, and marched up with apparent reluctance; the Americans again reserved their fire until the enemy came within five or six rods, and a second time put the regulars to flight, who ran toward their boats. They formed once more; and, having brought some cannon to bear in such a manner as to rake the inside of the breastwork from one end of it to the other, the Provincial army retreated within their little fort. The regulars now made a decisive effort. The fire from the ships and batteries, as well as from the cannon in the front of their army, was redoubled. The breastwork on the outside of the fort was abandoned, the ammunition of the Provincials was expended, and few of their arms were fixed with bayonets; they kept their enemy at bay for some time with the butt-end of their muskets, until the redoubt was half filled with regulars, when the order to retreat was given.

The retreat of their little handful of brave men would have been cut off had it not happened that the flanking party of the enemy, which was to have come upon the back of the redoubt, was checked by a party of the Provincials, who fought with the utmost bravery, and kept them from advancing farther than the beach.

It must be acknowledged that the regulars evinced a courage worthy of a better cause; but all their efforts were insufficient to compel the Provincials to retreat, till the main body had left the hill. The loss of the New England army was one hundred and forty-five killed and missing, and three hundred and four wounded. Thirty of the first were wounded and taken prisoners. Among the dead was Major-General Joseph Warren, and Colonels Gardner and Parker afterward died of their wounds. The British loss was ten hundred and fifty-four, according to the official return. Of these, two hundred and twenty-six were killed, includ-



BATTLE OF BUNKER HILL, JUNE 17, 1775.

ing nineteen officers, and eight hundred and twenty-eight wounded, including seventy officers.

General William Howe had command of the British troops on Bunker Hill. He said to his men before marching to the hill, "I shall not desire one of you to go a step farther than where I go myself at your head;" and, true to his word, he led his men into the entrenchments.

The American force was commanded by General Putnam, Colonel Prescott, and General Warren. When the Americans were driven back, Warren was the last man to leave the works. He was a short distance from the redoubt when a musket ball passed through his head, killing him instantly. He was left on the field; for all were flying in the greatest confusion, pursued by the victors, who remorselessly bayoneted those who fell by the way. His body was identified the morning after the battle, and he was buried where he fell and the place marked.

General Washington took command of the American forces at Cambridge, July 2, 1775, to where they retreated after the battle of Bunker Hill; and every pass to Boston was effectually guarded, and the town placed in a state of siege. On the night of March 4, 1776, Washington took possession of Dorchester Heights, a part of which is now known as South Boston. On these heights earthworks were thrown up during the night, and in the morning the British found the enemy entrenched in a strong position, both for offence and defence, and which virtually commanded the town.

A fortunate storm prevented the execution of General Howe's plan of dislodging the Americans; and by the 17th of March his position in Boston became so critical that an immediate evacuation of the town became imperatively necessary. An understanding was arrived at by which the British were to leave the town without destroying it, provided they were not molested in the evacuation. The British fleet, on which were many of the most prominent and wealthy people of Boston, Loyalists, sailed before noon of that day, and General Washington marched triumphantly

into the town over the Neck. The British fleet anchored down the harbor, where they caused considerable damage, destroying farm produce and buildings on the islands and mainland.

Washington erected earthworks on Long Island Head, and about six A.M., June 13, 1776, the cannon began to play upon the fleet at anchor in Broad Sound, which caused them to weigh anchor and make the best of their way out of the harbor. As they passed Point Allerton, they received a parting compliment of shot from the artillery on Nantasket Hill (the earthworks can still be seen near the signal-station at Hull); then, after sending a party ashore and destroying the lighthouse, the entire fleet set sail for Halifax, where many of the Loyalists from Boston settled, never to return to their homes again; their property being confiscated by the Continentals. The recovery of Boston by the Americans was the first triumph gained in the great struggle for liberty.

It is not easy to realize the great changes which have taken place in Boston since the War of Independence. The population at the peace of 1783 was only a little over 12,000. By the census of 1791 there were about 18,000 inhabitants, with 2,376 houses. In 1800, there were 25,000; in 1820, 43,000; in 1840, 85,000; in 1860, 177,000; in 1870, 250,000; in 1880, 364,938, with 41,044 houses.

The growth of Boston was slow, owing in part to the great number of young men who went forth to all parts of New England to seek larger fields of operations. But it has from the first been the home of some of America's wisest and bravest men.

In 1784 considerable feeling was manifested by the citizens of Boston for a change in the town affairs, and having an incorporated city in place of a town government. This was most strenuously objected to by a large majority of voters; and it was not until January, 1822, that a vote of the town was carried in its favor, by a majority of nearly 7,000 out of about 15,000 votes, their preference for a city government; and the Legislature passed an act incorporating the

city in February of the same year, and on the fourth of March the charter was formally accepted. What great and important changes have taken place up to the present time, our illustrations fully show.

The first Mayor was Mr. John Phillips, as chief executive officer, with a City Council composed of a board of eight Aldermen and forty-eight Common Councilmen, which constituted the City Government, organized on May 1 of the same year.

It is believed that there was no sidewalk in Boston till after the Revolution; the pavement in State Street reaching across the street from house to house.

Gas was first used to illuminate the streets in 1834.

Water was introduced from Jamaica Pond in 1795. It was conveyed to the city in logs—four-inch mains—sunk in trenches only three and a half feet in depth, which did not prevent them from freezing in severe weather. In 1848 the water from Lake Cochituate was introduced. The enterprise was presided over by John Quincy Adams, and Josiah Quincy, Jr.

From the settlement of Boston till 1785 there was no bridge across the Charles River. When the bridge to Charlestown was completed, eleven years after the battle of Bunker Hill, it was thought to be the greatest enterprise ever undertaken in America. Jonathan Wardell established the first public coach ever used in Boston, in 1712. It was to be found at the sign of the Orange Tree, opposite Hanover Street. In 1763, Bartholomew Stavers established the "Portsmouth Flying Stage Coach," which made trips weekly from Portsmouth, N. H., to Boston. The Lowell Railroad was first open for public travel in 1835, being completed one month before the Worcester; the Providence was also completed the same year; the Maine, in 1836.

Boston was from the first a commercial town; and, less than a year after the settlement of the town, the first vessel built in the colony was launched; and this branch of the business so increased, that, in 1719, over 20,000 tons of shipping cleared annually from the port of Boston, and in 1741

there were about forty vessels upon the stocks in this city, showing the active demand for shipping at that time; and at the close of the seventeenth century Boston was probably the largest and wealthiest town in America, and has ever since held its position among the first towns on the Continent.

David Wheeler built the first fire-engine made in Boston, in 1765.

Slavery, both negro and white, was tolerated in the colony at a very early period. Mr. Maverick, of Noddle's Island (East Boston), owned at least three negroes in 1638; while in 1651, Thomas Kemble, of Charlestown, afterwards a resident of Boston, received a ship-load of Scotch prisoners to be sold in America.

It was deemed a criminal offence to remain away from church, and the sleepy ones who did go were kept awake by occasional raps on the head by wands skilfully manipulated by officers appointed for that purpose.

A man was fined for kissing his wife in his own grounds. The watch were required to suppress all dancing and vain singing in private houses, and to arrest all young men and maidens found walking after ten o'clock at night, if they refused to go to their homes upon being requested.

III.—Common, Parks, and Public Squares.

BOSTON COMMON.

After the territory of Boston was purchased of Mr. Blaxton, by the corporation of colonists that settled it, the land was divided among the several inhabitants by the officers of the town. A part of it was set off as a training field and a common ground, subject originally to further division, in case such a course should be deemed advisable. In 1640 a vote was passed by the town, that, "with the exception of three or four lotts to make up ye streete from Bro. Robert Walkers to ye Round Marsh, no more land should be granted out of the Common;" since which time, by legislative action, the right to alienate any portion of the Common was expressly withheld from the City Government. The area of the Common is now nearly forty-eight acres. Previous and long subsequent to this the Common was also the usual place for executions. Four persons were hanged for witchcraft between 1656 and 1660. Murderers, pirates, deserters, and others were put to death, under the forms of law, upon the Common until (1812) the Selectmen issued an order that no part of the Common should be granted for such purpose. It is probable that on more than one occasion a branch of the great elm was used as the gallows.

This ancient landmark was for many years one of the most celebrated objects of historical interest in the city of Boston. It was of great size, measuring twenty-four feet in circumference near the ground. Very little is known of its age; but its existence has been traced back beyond the limits of the oldest tradition. It was fully grown in 1722, and is believed to have been nearly one hundred years old when first seen by the white men. Its destruction occurred during a severe storm in the month of February, 1876.

Near this famous tree was the scene of a lamentable duel, in 1728, that resulted in the death of a very promising young man. The site of the old elm is now partly occupied by two young elm-trees. The old tree was the oldest known tree in New England, and was large enough to find a place on the map engraved in 1722; and on one of its branches, broken off by the gale of 1860, could be counted nearly two hundred rings, carrying the age of that branch back to 1670.



THE OLD ELM.

Great care was taken of this old tree, and the limbs were secured by braces, iron bands and bars; but the September gale of 1869 nearly destroyed it, taking off one great branch that was forty-two inches in circumference. The venerable tree was blown down in 1876.

The Frog Pond was, probably, in the early days of Boston, just what its name indicates. The enterprise of the early inhabitants is credited with having transformed it into a real artificial pond. This pond was the scene of the formal

introduction of the water of Cochituate Lake, in Boston, on the 25th of October, 1848.

The Brewer Fountain is one of great beauty, and attracts much attention,—a gift to the city by the late Gardner Brewer, Esq., one of Boston's prominent merchants. The water began to play for the first time on June 3, 1868. It was executed for the Paris World's Fair of 1855, when it was awarded a gold medal. The great figures at the base represent Neptune and Amphitrite, Acis and Galatea. The fountain was cast in Paris, and was procured, brought to this country, and set up, at the sole expense of the public-spirited donor. Copies in iron have been made for the cities of Lyons and Bordeaux, and an exact copy in bronze of the fountain on the Common was made for Said Pacha, the late Viceroy of Egypt.

On Flag-Staff Hill may be seen the Soldiers' Monument, the shaft of which is of white Maine granite, and reaches a height of over seventy feet. Mr. Martin Milmore, of Boston, was the sculptor. Near the Boylston Street mall is a deer park, with a high, wire-grating enclosure, where quite a number of contented deer can be seen grazing.

The Public Garden is now one of the great attractions and a popular place of resort,—with its beautiful flower-beds, plants, grass-plots, shrubbery, and closely-clipped lawns, with a pretty pond in its midst, which in summer has quite a number of gayly-canopied pleasure boats sailing on its surface. An iron bridge, with granite piers and imposing designs, spans it; and the pleasant, winding walks along its margin, and the seats under the trees, are much sought after. On the Arlington Street side, passing over the bridge, the graceful statue of Venus rising from the sea may be seen; also, the artistic and striking statues of Washington, bronze statue of Edward Everett, and one to the discoverer of anæsthetics. Our space will not allow us to give full and explicit descriptions of these beautiful works of art.

The need of a grand public park, of generous proportions and on an elaborate scale, has long been felt; and though

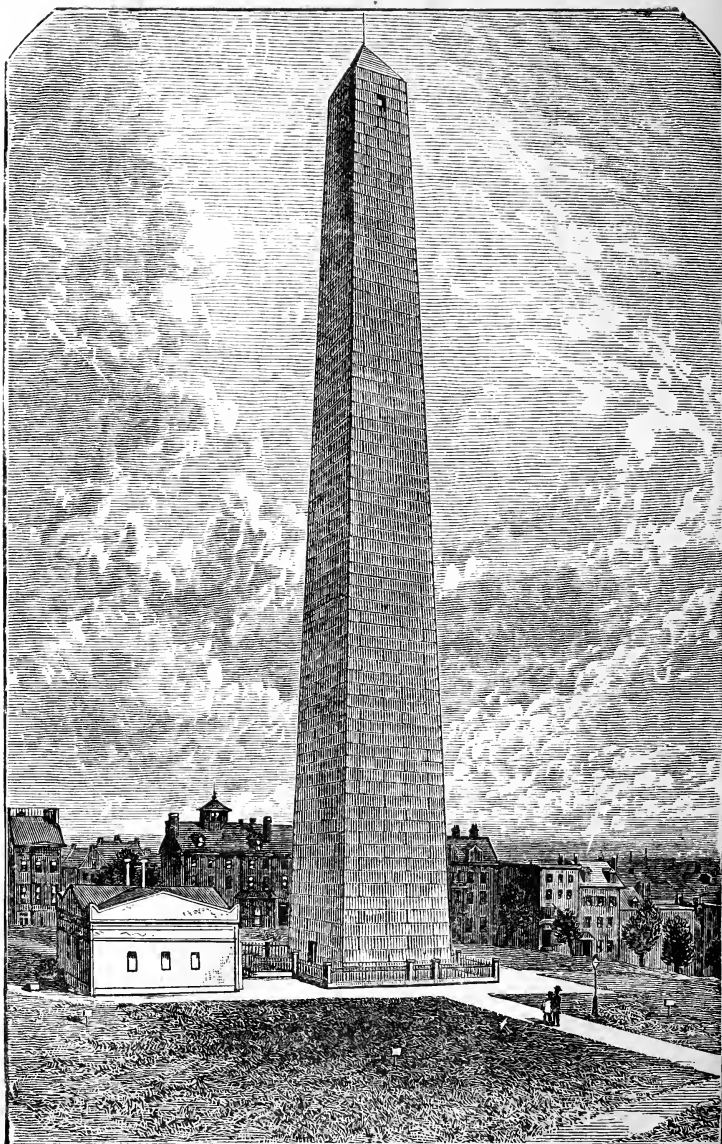
the question has been agitated for a number of years, but little was effected until the Legislature, in 1875, passed an act granting the city leave to purchase land for a park or parks. This act being accepted by the people, commissioners were appointed to locate one or more parks, on certain conditions. In 1877 the City Council authorized the Park Commissioners to purchase not less than one hundred acres of land or flats in the Back-Bay district, at a cost of not over ten cents per foot, and authorizing a loan of \$450,000 for the expenditure. In February, 1878, the Commissioners were authorized to make further expenditures; \$16,000 more for land, and \$25,000 for filling, grading, surveying, and laying out the said park. The park will be bounded on all sides by public avenues, and will occupy a portion of the area between Beacon Street, Brookline Avenue, Longwood Avenue, and Parker Street, with entrances on each. In the city proper there are quite a number of small parks, that are frequented chiefly by residents in their immediate neighborhood. At the South End are Franklin Square, Blackstone Square, each having a fountain, shade-trees, with an area of a little more than two acres; Worcester Square and Chester Square, containing about one and a half acres, are modest parks, with road-way on each side lined with fine residences.

In South Boston there are two parks: one on Telegraph Hill is known as Thomas Park, and the other as Independence Square, attractive on account of the superb views they command of Boston and the harbor.

The largest squares in East Boston are Central Square and Belmont Square, containing about three-quarters of an acre each; and the smaller parks of Putnam Square, Prescott and Maverick Squares. Through the annexation, Boston became possessed of several local squares, which had received much attention from the old municipalities.

In the Dorchester district, the principal park or square, as it is called, is on Meeting-House Hill. Here stands the soldiers' monument.

In the Charlestown district, the largest park or square is



BUNKER HILL MONUMENT.

near the Neck, and known as Sullivan Square. Winthrop Square has the soldiers' monument. One of the oldest squares is that of City Square, enclosed by an iron fence.

MONUMENT SQUARE AND BUNKER HILL MONUMENT.

Bunker Hill Monument, in Charlestown, is one of the great attractions for strangers, and the most interesting spot that revolutionary history can boast of. Its prominent position on the top of Breed's Hill, in the centre of Monument Square, renders it one of the most conspicuous objects of view on entering the city.

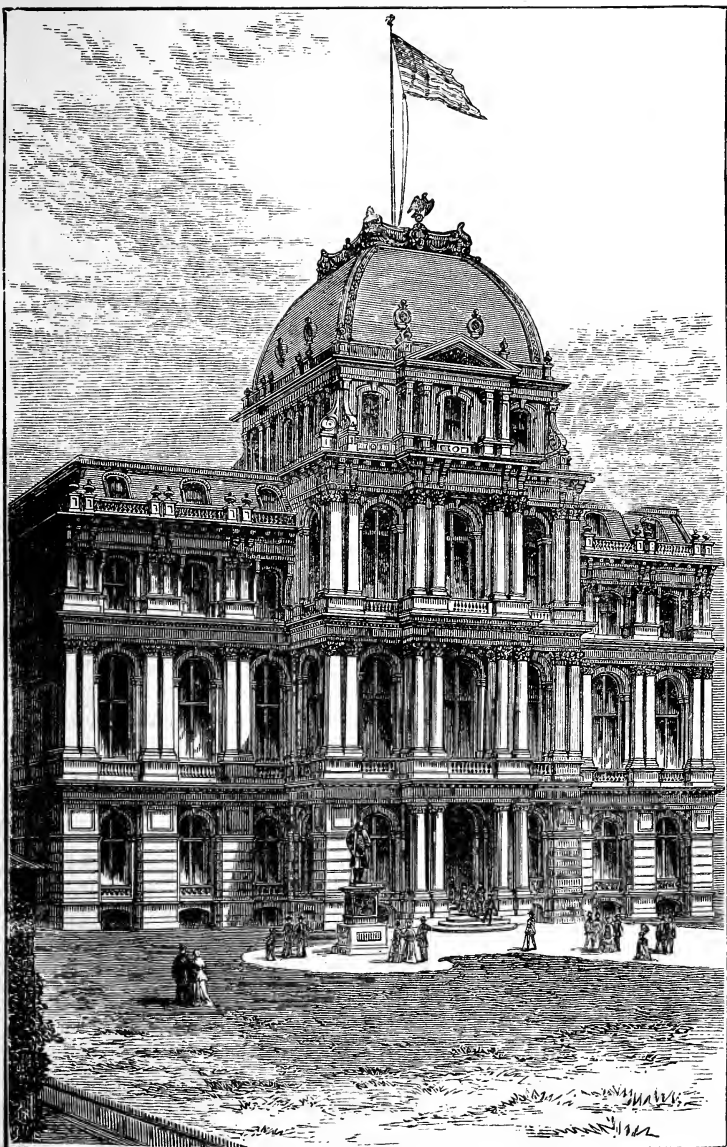
The Monument is two hundred and twenty-one feet high, and contains over 6,700 tons of Quincy granite; the base is thirty feet square, and this immense shaft tapers gradually to fifteen feet at the apex; the capstone of which is one stone weighing two and one-half tons. The inside is a hollow cone, with a spiral flight of two hundred and ninety-five stone steps leading up to a chamber eleven feet square and seventeen feet high, with four windows, from which a magnificent view of the entire country can be had on a clear, fair day. The corner-stone was laid June 17th, 1825, by General Lafayette, and the oration was delivered by Daniel Webster. The cost of the Monument was \$150,000; on its completion it was dedicated June 17th, 1843, Daniel Webster again officiating as the orator, President Tyler and his cabinet being present. The Monument is in charge of the Bunker Hill Monument Association.

A modest slab at its base marks the spot where General Warren was killed

IV.—Public Buildings.

IN calling attention to our public buildings, the list should properly be headed by the magnificent City Hall, situated on School Street, which is the most perfect specimen of architecture in this city. This building was completed and dedicated on the 18th of September, 1865, and its actual cost was more than a half a million of dollars, although the sum originally asked for and appropriated was \$160,000. It is built of the finest Concord granite, and the interior is equally as perfect in its arrangement as is the exterior in its beauty and richness. The dome is the central point of the fire-alarm telegraphs. An alarm from the most distant part of the city is communicated instantaneously to the watchful operator, who is on duty day and night; and, almost before the alarm has done its work, the bells in all parts of the city are tolling out the number of the district in which a fire has been discovered, and the engines summoned to extinguish it are proceeding at full speed toward it. On the lawn in front of the City Hall stands the bronze statue of Benjamin Franklin, eight feet in height, at a cost of nearly \$20,000; also, the fine statue of Josiah Quincy (which was unveiled in October, 1879), one of the earliest and most energetic mayors of Boston. This statue is by Thomas Ball.

Another fine specimen of architecture is the Horticultural Hall, on Tremont Street, erected by the Massachusetts Horticultural Society. The lower floor is occupied for business purposes; and above are two halls, not very large, yet adapted not only to their original purpose for the meetings and exhibitions of the society, but for parlor concerts, lectures, social gatherings, and fairs. The series of Sunday-afternoon's lectures delivered in this building during the winter, for several years, were very popular.



CITY HALL, SCHOOL STREET.

On the opposite corner of Bromfield Street stands the Studio Building. The lower floor is occupied by six large stores, while above is a perfect hive of artists, which is considered the headquarters of the artists of Boston, where receptions are given, to which the public are invited.

Masonic Temple, corner Boylston and Tremont Streets, is a magnificent building, of seven stories, built of very fine granite, and with the exception of the ground floor and basement is used exclusively for masonic purposes. There are three large halls for meetings on the second, fourth, and sixth floors, finished in the Corinthian, Egyptian, and Gothic styles; on the intermediate floors are ante-rooms, small halls, and offices; while on the seventh story are three large banqueting halls.

The Odd Fellows' Hall is an elegant and imposing building, completed in 1872, on the corner of Tremont and Berkeley Streets, four stories high; the street floor and basement are occupied by stores. The largest halls are in the fourth story; one 54 x 94 feet, and 23 feet high in the clear; and the other a banquet hall, 26 x 110 feet. Both these halls have large ante-rooms. Other halls with side rooms are in the third story; while portions of the second stories are devoted to offices and a large hall, from which rent is received.

The Boston Museum of Fine Arts, corner of Dartmouth Street and St. James Avenue, is one of the great attractions of the city. The main entrance has a rich and attractive appearance, with its white-marble steps and polished granite columns. The rooms on the first floor are devoted to statuary and antiquities; the second floor, to paintings, engravings, and productions of industrial art. In the Egyptian room is a valuable and interesting collection of Egyptian antiquities, presented to the Museum by Charles Granville Way. The first Greek room contains a large variety of casts of the oldest Greek sculptures, antiquities from the Island of Cyprus, lots of vases, and many other objects of interest, which our space will not permit us to give in detail.

The Boston Athenæum, on Beacon Street, originated from a reading-room established by the Anthology Club, which was incorporated in 1807. For some years it included a library, a museum of natural history and of curiosities, philosophical apparatus, and models of machines, also, an art gallery; but, as other societies specially devoted to these different objects were founded, the Athenæum transferred to them its various collections. The building now contains only the library of 115,000 volumes, and a few pictures, busts, and statues for ornamentation. Strangers, especially students and authors, are always welcomed and given access to the reading-rooms and collections.

The Massachusetts Historical Society, located on Tremont Street, was founded in 1791 by a few gentlemen who were interested in American history, and desirous of saving for future reference all books, pamphlets, manuscripts, and other materials containing historical facts. The library now contains about 20,000 books and 40,000 pamphlets, which may be used for reference by any one. The Society has many relics of historic interest.

The Boston Society of Natural History occupy the building on Berkeley Street, between Boylston and Newbury Streets. The land on which the building stands was granted by the State. On the first floor is the lecture-room, library, secretary's office, and rooms devoted to geological and mineralogical specimens; on the second floor is a large hall, sixty feet high, with balconies, and several other rooms, in which a grand and valuable collection of birds, shells, insects, plants, skeletons, and other objects of interest are on view. The Museum is open to the public Wednesdays and Saturdays.

The Warren Museum of Natural History, at 92 Chestnut Street, is well worth a visit; containing the most perfect specimen of the skeletons of the great mastodon, the elephant, and the horse, for comparison; while the other collections to be seen are exceedingly valuable. Persons wishing to visit the Museum should apply to Dr. J. Collins Warren, 58 Beacon street, or Dr. Thomas Dwight, 70 Beacon street.

The United States Post-Office and Sub-Treasury Building is one of the most imposing public edifices in New England, occupying the entire square bounded by Water, Devonshire, and Milk Streets, and Post-Office Square, fronting on the Square. Only one-half of the building is as yet completed, which has been occupied since 1875; the Post-Office department occupying the entire ground floor and the basement, while the Sub-Treasury occupies the larger portion of the second story. The United States Court rooms and offices and the Internal Revenue offices will occupy the second floor of the new wing. The present is the first post-office building in this city owned by the Government. The cost when completed is estimated at about \$4,000,000, making Boston second to New York only in regard to American post-offices; and it has been estimated that the net revenues of the post-office department for Boston alone, during the time of its construction, have been more than enough to pay for it.

The United States Court-House, corner of Tremont Street and Temple Place. This was the first building erected on the site of the old Washington Garden, for the Masonic order, in 1832, as a Masonic Temple, and was occupied by them for a number of years, and afterwards sold to the Government. The walls are of Quincy granite; and there are two towers, sixteen feet square, and ninety-five feet high, surmounted by battlements and pinnacles. There are five stories, and the rooms are lighted by long, arched windows.

The United States Navy Yard, in the Bunker Hill district, is one of the interesting localities of Boston well worth visiting. Passes are issued to visitors, on application at the gate. It comprises over eighty acres of land, and is enclosed on the land side by a high stone wall. There are several wharves, and a substantial sea-wall on the water-front. The granite dry dock, three hundred and forty-one feet long, eighty feet wide, and thirty feet deep, cost over \$677,000. The old frigate "Constitution" was the first vessel docked here. There is a museum called the "Navy Library and Institute;" a granite rope-walk, 1,361 feet long;

machine-shops employing some 2,000 men; buildings for the storage of timber and naval stores; ship houses, marine barracks, a magazine, and arsenal; a parade-ground; parks for cannon and shot; dwelling-houses for the commandant and various officers of the yard. This yard was established some eighty years ago, when the land could be purchased for only \$40,000. A number of vessels of the old navy were built here, including the "Cumberland," "Virginia," "Vermont," and "Independence."

The State House, standing on the summit of Beacon Hill, facing the Common, occupies one of the most prominent positions; and no view of the city could be had without exhibiting the dome of the State House as the central point of the back-ground. The land on which it stands was formerly Governor Hancock's cow pasture, which was purchased of his heirs, and given to the State. The dome was gilded in 1874. The building was first occupied by the General Court in 1798, when the old State House was given up for this purpose. There are many points of interest for strangers in and about the State House. The fine statues of Daniel Webster and Horace Mann, on either side of the approach to the building; while within the Doric hall or rotunda may be seen the excellent statue of Governor Andrews, the fine statue of Washington, busts of the patriot hero Samuel Adams, President Lincoln, and Senator Sumner; behind glass protectors, the battle flags borne by Massachusetts soldiers in the late Rebellion. Then, in the Hall of Representatives, we find the ancient codfish suspended from the ceiling,—an emblem of the bygone importance of the cod to the State, as regards its Massachusetts industry; while in the Senate Chamber can be seen relics of the olden time, and portraits of distinguished men. For a magnificent view of Boston and the surrounding country, the stranger should ascend a flight of one hundred and seventy steps, to the cupola that surmounts the gilded dome, which rises some thirty feet from its pediment, and is fifty feet in diameter. This is free to all when the Legislature is not in session; a register is kept below for the pur-

pose of entering the names of visitors, which number about 50,000 per annum. At the head of State Street stands the old State House, which has been subject to so many changes and alterations that there is hardly any indication of its original appearance left; still, it remains one of the historical landmarks, and is threatened by the business improvement. This building, the site of which was one of the earliest market-places of the town, was built in 1748. It has not only been used as a Town House, City Hall, and State House, but also for the courts and legislation of the colony and of the provincial council; in 1768, as a barrack for British troops; in 1838, for the United States Post-Office; and later, by the Merchants' Exchange. In 1776, the Declaration of Independence was read from the balcony. It is now occupied for business purposes, and is leased from the city.

Other prominent public buildings are the Custom House, corner State and India Streets, which was ten years building, costing the United States Government over \$1,000,000, and is fire-proof throughout; the County Court-House, fronting on Court Street. Many of the city and county courts are held here. On the second floor is the Social Law Library. In the basement is the city "lock-up" for temporary accommodation of prisoners.

The Probate Office, on the west side of Court Square, close to City Hall. It is estimated that the entire wealth of Boston passes through the office about once in thirty years. The Registry of Deeds for Suffolk County is on the floor above.

The correctional institutions are on Deer and Rainsford Islands in the harbor; the House of Industry, the pauper institutions, and the House of Reformation for Girls; while at South Boston we have the House of Correction, and adjoining it the Lunatic Asylum.

THE NEW ENGLAND HISTORIC GENEALOGICAL SOCIETY

is located at No. 18 Somerset Street, has a library of over 14,000 volumes, and about 50,000 pamphlets; also a small collection of antiquities. The chief object of this society is the study of and publication of the genealogical and historical facts about New England and her people; and the result has been perfectly satisfactory. The building now occupied was dedicated in 1871, and cost about \$40,000, all of which was paid by subscriptions. The library and collection are open freely to the public, and are in constant use by students of history. The society has about four hundred members, and was founded in 1844. Each member, after his election, gives a written account of his descent. Benjamin B. Torrey is the treasurer, and John Ward Dean the librarian.

THE BOSTON PUBLIC LIBRARY

is situated on Boylston Street, opposite the Deer Park, on the Common, is the pride of the city, and with its branches is one of the largest libraries in America. Its advantages are free to all, and no assessment of any kind is made upon those who make use of its privileges. Citizens and residents of Boston only are allowed to take books out of the building. It is conducted also on the most liberal principles. If a book is called for not in the library, and it can be purchased, it is ordered at once, and the party making the inquiry is notified when it is received. This immense library has been the collection of the past twenty-five years. Soon after the institution was actually established, and the board of trustees were fully organized, Joshua Bates, Esq., a native of Massachusetts, but at the time of the house of Baring Brothers & Co., of London, gave to the city the sum of fifty thousand dollars, the income of which he desired to be expended in the purchase of books; and subsequently, fifty thousand dollars' worth of books. The upper hall of the library building, in compliment to him, has been named Bates Hall. Many of our

wealthy and generous-hearted men and women, by their liberal bequests and donations, have created a permanent fund of the public library to one hundred and five thousand dollars. The building is of brick, and sandstone trimmings; has two lofty stories and basement. On the first floor are an entrance-hall, distribution room, lower library room, and two large reading-rooms. On the second floor, Bates Hall, most of the books are stored in sixty alcoves and six galleries. The library, consisting of eight branches, contains over 360,000 volumes, and is supported by the city's annual appropriation of \$120,000 or more. About 1,300,000 issues a year are now recorded, and an average of only one book is lost out of every 9,000 delivered. The central reading-room, supplied with all the principal American and foreign periodicals, is open every day in the week. The library also contains a number of interesting and valuable manuscripts, antiquities, and works of art. The present building was completed in 1858, at a cost of \$365,000.

OTHER POINTS OF INTEREST IN BOSTON.

Boston College, Harrison Avenue.

Chauncy Hall School, Boylston and Clarendon Streets.

City Hospital, Albany and Concord Streets.

Consumptives' Home, Dorchester District.

County Court House, Court Square.

Custom House, State Street and Merchants Row.

English High and Latin School, Warren Avenue and Dartmouth Street.

Girls' High and Normal School, West Newton and Pembroke Streets.

Massachusetts General Hospital, Blossom Street.

Massachusetts Institute of Technology, Clarendon and Boylston Streets.

Old State House, Washington and State Streets.

Theological Library, 12 West Street.

Young Men's Christian Association, Tremont and Eliot Streets.

Young Men's Christian Union, Boylston Street, near Tremont.

STATUES.

Andrew, Doric Hall, State House.

Aristides, Louisburg Square.

Columbus, Louisburg Square.

Emancipation Group, Park Square.

Ether, in the Public Garden.

Everett, in the Public Garden.

Franklin, front of City Hall.

Glover, Commonwealth Avenue.

Hamilton, Commonwealth Avenue.

Mann, front of State House.

Quincy, front of City Hall.

Sumner, in the Public Garden.

Washington, in the Public Garden.

Webster, front of State House.

V.—Churches.

THE FIRST CHURCH SOCIETY (CONGREGATIONAL UNITARIAN).

The Rev. John Wilson was the first regular ordained minister who came over with the colonists; but the meeting-house was not built until 1632. It was very small and very plain, and stood on the spot where Brazier's Building now stands, near the Old State House in State Street. In 1640, the society occupied a new and much larger building, standing on the site occupied by Joy's building, on Washington Street, near the head of State Street. In 1808 the society sold this building to Benjamin Joy, who erected Joy's building, which is now being demolished to make room for needed improvements; and the society again moved, this time to Chauncy Street, to an old wooden meeting-house, which, after standing for seventy-one years, was destroyed by fire, in 1711, and was then rebuilt of brick. This was afterwards sold in 1868, and it was occupied as a dry-goods jobbing-house until 1880. Then the church was demolished. The society making another move, built a beautiful edifice upon the Back Bay land, at the corner of Berkeley and Marlborough Streets.

BRATTLE-SQUARE CHURCH.

This church was built in 1699, in Brattle Square, and was long known as the Manifesto Church, its members having published a document declaring their aim and purposes. While adopting the universal belief of the Congregational churches of their time, they allowed the right of difference of belief among the members. What Congregational churches were to those ruled by ecclesiastical superiors or

by convocations, the individual member of the Manifesto Church was to be to the members of other Congregational churches, and the distinction between church and congregation was abolished. The original church was taken down in 1772, and the building demolished a few years ago, was erected on the same spot, and dedicated July 25, 1773. During the Revolution, services were suspended, and the building was occupied by the British soldiers as a barrack. A cannon ball from a battery in Cambridge struck the church, and was afterwards built into the front of the building, as a memento. The late Edward Everett was one of the eminent clergymen who had been pastors of this church. The old church was sold in 1871, and a new church was built on the Back Bay, on Commonwealth Avenue.

BOWDOIN-SQUARE BAPTIST CHURCH.

The present site of the Bowdoin Square Baptist Church was purchased in 1839, of the Hon. Theodore Lyman, for \$20,000, being 100 feet 9 inches on the Square, and 300 feet on Chardon Street. The corner-stone of the church was laid on the seventh of April of the following year, with appropriate ceremonies. A silver plate containing the names of the Baptist churches in the city and their pastors, and a record of the circumstances of the laying of the corner-stone, were placed under it. The house was erected under the architectural direction of Richard Bond, Esq. It was dedicated on the 5th of November, 1840. The house is ninety-eight and one-fourth feet in length, including the projection of the tower, by seventy-three and one-half feet in width. The tower projects ten feet from the main building, is twenty-eight feet square, and one hundred and ten feet high. The entire cost, including the furniture and organ, was something more than \$70,000. Notwithstanding the desirableness of the location, it was only after considerable effort that a sufficient number could be induced to sever their connection with the other churches in the denomination, to render it expedient to proceed. A meeting was

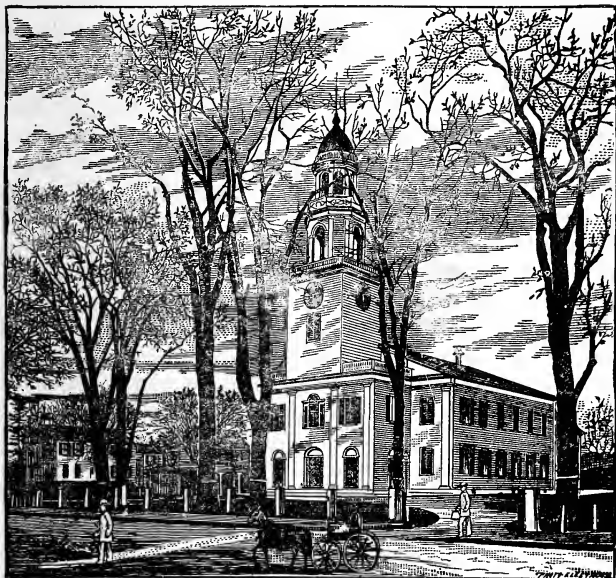
finally held in the vestry of the church to consider the matter, in September, 1840. Articles of faith and a covenant were read and approved. Fifty-three brethren and eighty-one sisters formally resolved to unite with the new church. Its pulpit was rather indifferently supplied up to July, 1841, when Rev. R. W. Cushman, of Philadelphia, was installed as its pastor.

In the winter of 1841-42, Elder Knapp, an evangelist of considerable ability, conducted a revival service there, which was attended with great success, but closed in a most unfortunate manner. He had a style peculiar to himself, and stirred up a great religious fervor. The Universalists were made a particular object of attack by him. One expression which he made use of in reference to them was, that "A Universalist could no more enter the kingdom of heaven than a fish could climb a liberty-pole tail foremost." For weeks the church was packed to hear the revivalist; and one night some boys, bent on mischief, threw a brick through one of the church windows. The elder's vigorous style had stirred up considerable feeling, and this was the signal for its breaking out. The square was packed with people, and the Mayor called out the Lancers to disperse them, which was done without bloodshed. Elder Knapp made his escape from the rear of the building to the residence of the late Asa Wilbur, who was a deacon of the church. The mob followed, and were addressed by Mr. Wilbur, who was a perfectly fearless man, when they dispersed with three cheers for "Deacon Wilbur." The present membership of the church is four hundred. Joseph Story, Esq., is Superintendent of the Sunday-school, which has six hundred scholars. The pews are free. Its Sunday-evening services are particularly interesting and well attended.

THE FIRST PARISH CHURCH, MEETING-HOUSE HILL,
DORCHESTER.

The First Parish Church (Unitarian), Meeting-House Hill, Dorchester district, is the oldest religious society in

Boston. It was organized in Plymouth, England, March 20, 1630, the eve before the embarkation of the first settlers of Dorchester in the "Mary and John." John Maverick and John Warham were the first ministers. Their first religious service was held in the open air, in Dorchester. In 1816 the present structure was built.



THE FIRST PARISH CHURCH, MEETING-HOUSE HILL, DORCHESTER.

The present pastor, Samuel J. Barrows, was ordained in 1876.

The Park-street Church, corner of Park and Tremont Streets, was erected in 1810, at an expense of \$50,000. The present pastor is J. I. Withrow, D.D. This church has been deeply interested in the work of foreign missions, giving upwards of \$4,000 each year. Several churches have grown out of the Park-street Church.

The Union Temple Church, worshipping in Tremont Temple. This is the largest Baptist society in America, and the seats are free; depending for its pecuniary resources on the voluntary subscriptions and contributions of the congregation, which so far have been a complete success; and the church is sometimes called the "Stranger's Sabbath Home."

The Old South Church, corner of Milk and Washington Streets, on account of its historical associations, is the most noted meeting-house in the city, and one of the famous land-marks of old Boston. Benjamin Franklin was baptized and attended worship in this church. Warren delivered his famous speech on the anniversary of the Boston Massacre, the "Tea Party" organized, within these walls; and the annual election sermons were delivered to the Ancient and Honorable Artillery Company. And in 1775 it was used as a riding-school by the British troops. Soon after the great fire, which came very near destroying the building—burning all around it on two sides—the society concluded to sell it and build another church on the Back Bay; as the land on which the church stood was very valuable for business purposes, owing to its central location. It was for a while used as the Post-Office. Since then there has been a very strong desire to preserve this ancient structure in its original state by a small part of the community. An organization was formed, called "the Old South Preservation Committee," who purchased the property for the sum of \$400,000, and they have done their best towards saving the building. Various entertainments, fairs, lectures, and grand balls have been given to this end; but so far the amount required has not been raised, and its fate seems uncertain. It is now used as a museum, with an exhibition of interesting new inventions, and rare curiosities of the olden time. The entrance fee goes towards raising the preservation fund. The new building is a large and costly structure,—including, besides the church, a chapel and parsonage,—corner of Dartmouth and Boylston Streets, erected at a cost of \$500,000; is considered one of the finest

specimens of church architecture in this country. The interior decorations are very elaborate.

King's Chapel, corner Tremont and School Streets, was the first Episcopal Church in New England, and is now Unitarian.



THE OLD SOUTH CHURCH.

Christ Church, Salem Street, was built in 1723, and is the oldest church edifice now standing in Boston.

Trinity Church, at the intersection of Huntington Avenue, Boylston and Clarendon Streets, is the finest church

edifice in New England, erected at a cost of \$750,000. Its history dates back to 1728, and the first church was built in 1735, a plain wooden building, corner of Summer and Hawley Streets.

The Arlington-Street Church (Unitarian), corner of Arlington and Boylston Streets, built of freestone, is a very handsome edifice. The lamented and famous W. E. Channing, D.D., was pastor of this society from 1803 till 1842.

St. Paul's Church, Tremont Street, between Winter Street and Temple Place, was built in 1820. The interior is very handsome, and was consecrated by the Episcopal Bishops of Massachusetts and Connecticut.

Hollis-Street Church was originally built in 1732. The church and street were named after Thomas Hollis of London, one of the greatest benefactors of Harvard University. Dr. Samuel West, John Pierpont, and Thomas Starr King were pastors of this church.

The Central Church, corner of Berkeley and Newbury Streets, is a handsome building. It cost over \$325,000, and was dedicated in 1867.

There are a number of fine church edifices in Boston; but our space will not allow further details. Of the different denominations, there are twenty-four Baptists; one Catholic Apostolic; one Christian; thirty-one Congregational Trinitarian; thirty-one Congregational Unitarian; twenty-three Episcopal; two Free-will Baptist; seven Jewish; five Lutheran; four Methodists; twenty-seven Methodist Episcopal; nine miscellaneous; two New Jerusalem (Swedenborgian); seven Presbyterian; one Reformed; twenty-eight Roman Catholic; two Second Advent; and ten Universalists.

VI.—Social Clubs.

THERE are quite a number of clubs in Boston, and it may be said to constitute one of its peculiar characteristics; the oldest of which is the Temple Club, at 35 West Street, established in 1829. The club is a small one, and its reputation for good-fellowship is of long standing. The admission fee is one hundred dollars, with an annual assessment of the same amount. The most fashionable and exclusive is the Somerset Club, organized in 1852, and an outgrowth of the Tremont Club. They occupy the elegant granite-front residence on Beacon Street, opposite the Common. The interior is elegantly fitted up; and a notable feature is a ladies' restaurant, for guests of the members, which is also open to non-members accompanying ladies, on club order. The number of members was originally limited to two hundred and fifty; but it is now fixed at six hundred. The admission fee and annual assessment is \$100 each. The Union Club, established near the close of the Rebellion, as a semi-political club, but since lost its political character, is now a social club of the highest respectability. Edward Everett was its first president; and his successors have been such men as Charles G. Loring, Richard H. Dana, Jr., Henry Lee, and Lemuel Shaw. The club-house is pleasantly situated on Park Street, opposite the Common. Entrance fee \$100, and an annual assessment of \$50.

The Central Club, established in 1869 by prominent gentlemen, residents at the South End, occupies the handsome brown-stone building, corner of Washington Street and Worcester Square. The club has a large membership.

The Suffolk Club, at 4 1-2 Beacon Street. Quite a number of Democratic politicians belong to this club, although not by any means a political organization,—merely social.

The Athenian Club, an outgrowth of the Boston Press Club, originally designed to be a professional club, has since allowed non-professionals to be admitted; but it is still under the direction of the journalistic, dramatic, and musical element. They occupy the elegant quarters at 168 Tremont Street, fronting the Common. The monthly dinners and receptions to dramatic and other celebrities are features of the club. The superintendent of the Boston & Providence Railroad, Mr. Albert A. Folsom, is the President.

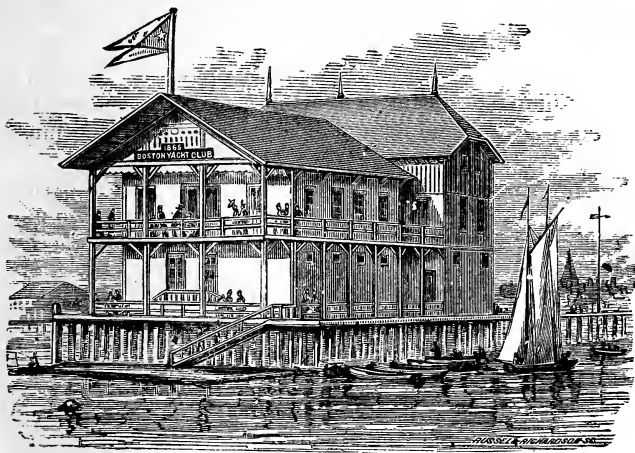
The ladies of Boston are not behind in the formation of clubs, and one of the institutions of this kind is The New England Woman's Club, organized some ten years since, and now occupying spacious quarters on Park Street, a few doors from the Union Club. They also give receptions to distinguished guests, in the way of breakfasts and "teas." It is very select. Have their weekly meetings, at which essays are read and discussions indulged in. Then, there is the Saturday-Morning Club, consisting of about sixty young ladies, who listen to lectures from literary and scientific celebrities, and meet for mutual improvement.

There are quite a number of literary clubs in Boston, which have their meetings at some leading hotel. The Saturday Club, also known as the Literary Club, dines at Parker's monthly, and is famous for the literary and scientific members who have belonged to it. The Papyrus Club meets monthly at dinner at the Revere House. Two-thirds of its members are literary. The Chestnut Street Club, formerly the Radical Club, meet weekly at the residence of its founder, and the essays and discussions by men and women of letters and advanced thinkers are regularly reported in the leading daily journals. The Macaroni, the Ace of Spades, and the Americus are the clubs of actors; while there are other clubs of gentlemen leading professional lives, who meet at each other's houses,—such as the Wednesday Evening Century Club, and the Thursday Club.

Among the principal boat and yacht clubs is the Union Boat-Club, one of the oldest boating organizations in the country, organized in 1851, having its club-house at the

foot of Chestnut Street, on the Charles River, built in a Swiss style of architecture, with gymnasium and rooms for members, who number one hundred and thirty.

The first club formed in Boston for yachting purposes was the Boston Yacht Club, which was chartered by the State in 1868, and was the first yacht club receiving a charter. They own considerable property at City Point, South Boston, and have a fleet of some eighty yachts, and two hundred and fifty members.



BOSTON YACHT CLUB-HOUSE.

In 1868 the South Boston Yacht Club was organized, and incorporated in 1877, with forty-four yachts and one hundred and thirty-nine members. They have a fine building, situated on a good wharf, conveniently arranged at the extreme point of South Boston, and their house was the first one built in Massachusetts especially for this purpose.

The other yacht clubs include the Dorchester Club, Bunker Hill Club, East Boston Club, and a few others composed of Boston men who have their houses outside the city.

MUSICAL SOCIETIES.

The Handel and Hayden Society, devoted to the performance of oratorios and other choral music, is one of the oldest musical societies in the United States. They gave their first public performance on Christmas Eve, at King's Chapel, in 1815, to an audience of over a thousand persons, when selections were given from the Creation, Messiah, etc. It has given about six hundred concerts, with programmes including the works of all the most eminent composers. The headquarters are in the Music Hall building, while the rehearsals are held in Bumstead Hall.

The Harvard Musical Association, organized in 1837, has been quite successful in its concerts, increasing the funds of the society, and for the enlargement of its fine musical library.

The Apollo Club, incorporated in 1873, for the performance of part-songs and choruses for male voices. No public concerts are given, and no tickets to its performances are sold.

The Boylston Club, also a private musical society, organized in 1872 for the cultivation of male voices alone. None but competent singers are admitted to active membership. Its first public performance was in 1873.

The Cecilia Society, organized in 1874. It consists of about one hundred voices, selected from the best solo singers in Boston. They have about two hundred and fifty subscription members, who, in consideration of tickets to the concerts of the society, bear its expenses.

The Orpheus Musical Society is the leading German Musical Association organized in 1848. About half the members are Americans, although the singing is all in the German language.

The New England Conservatory of Music opened for classes in 1867, and from its commencement has been a great success. More than twenty-six thousand pupils have here received instruction since its initiation, for it is open to both sexes.

VII.—The Press.

IN Boston, now the acknowledged literary centre of this country, was established the first newspaper published on this continent—the *Boston News Letter*—April 24, 1704; and to-day there are seven leading daily morning newspapers and six evening issues, six semi-weekly, sixty-seven weekly, and six Sunday papers, and upwards of 200 periodicals, and only one illustrated monthly,—the *New England Pictorial*.

The *Boston Herald* is the leading and most successful of all the local papers, having an average circulation on week-days of over 100,000 copies, and on Sundays, 75,000. R. M. Pulsifer & Co. are the proprietors.

The *Boston Post* is the leading Democratic and business newspaper of Boston, published by the *Post* Publishing Company. Its history dates back to 1831, and it has now a large and permanent circulation among the business men, still retaining its reputation as one of the leading Democratic dailies in the country, and a representative commercial paper of Boston.

The *Daily Advertiser* is the oldest daily paper in Boston, Republican in its politics, enjoying a substantial prosperity, with a circulation principally among the wealthy and cultivated people of this city and New England. Its editor-in-chief is D. A. Goddard, Esq., with an able corps of assistants.

The *Boston Evening Transcript* is an independent Republican newspaper, founded in 1830, and is the oldest and largest evening paper in New England, having been a success from the commencement. It is noted as a family newspaper, having a large circulation among the families in and around Boston, being now published by the Boston Transcript Company. E. H. Clement is the editor-in-chief.

The *Boston Journal* is Republican, and issues a morning and evening edition of their paper, under the management of Colonel W. W. Clapp, who is also part owner. This paper has been in existence about forty-six years. It has a very large circulation through New England and among the business men of Boston.

The *Daily Evening Traveller* was established in 1845, and was the first two-cent evening paper published in Boston. Messrs. Roland Worthington & Co. are the publishers, in State Street. It is Republican in its politics, and has always been a successful paper, with a large circulation among the families in and around the city.

The *Boston Globe* has been established about six years; is a Democratic morning and evening paper, selling at two cents. It has secured a large circulation both for the daily and Sunday edition, as special efforts are made to obtain the latest news.

The other Sunday papers, all of which are more or less prominent as regards circulation, are the *Saturday Evening Gazette*, the *Budget*, the *Courier*, and the *Times*.

The *New England Pictorial* is the only illustrated monthly paper published in Boston. The first number was issued Jan. 1, 1881. The illustrations have been of a high order, and well executed. The editorial department has been ably conducted by Mr. Leon Barrett, the editor-in-chief. It has been well received by the public, while its list of subscribers and sales of the paper are constantly increasing. The Photo-Electrotype Company, No. 63 Oliver Street, are the publishers and proprietors.

VIII.—Sea-Shore Attractions.

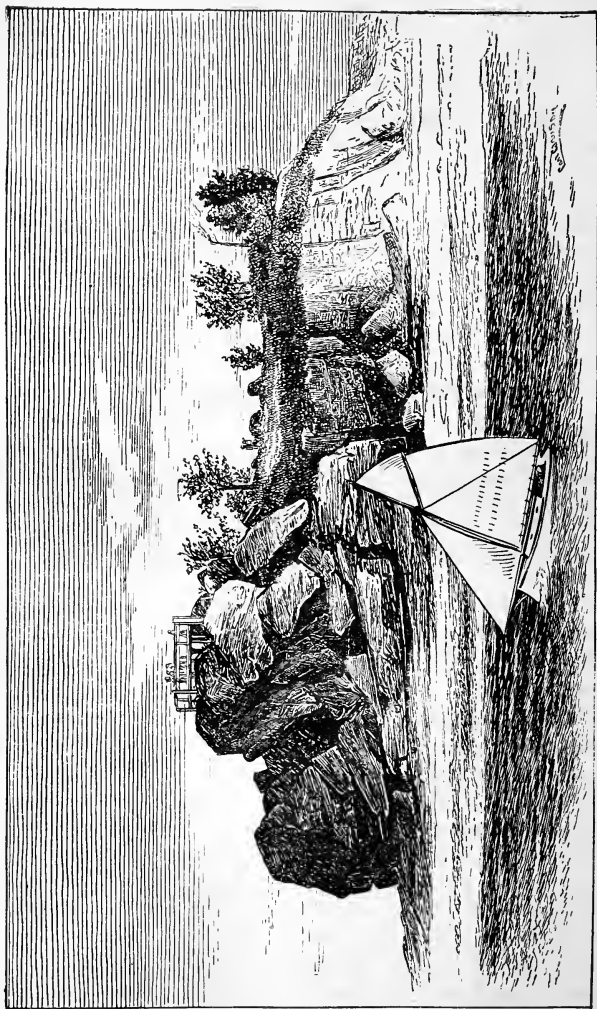
POINT SHIRLEY is the southern extremity of the town of Winthrop. Its chief attraction is Taft's Hotel, noted for its game and fish dinners; and, passing along the north shore, we shall see Revere Beach, one of the finest on the coast.

Lynn and Nahant are particularly favored with fine beaches. The latter is a favorite resort for picnickers, and Maolis Gardens have made special provision for these parties.

The most prominent of all the sea-shore attractions is Nantasket Beach, including Downer Landing and Hull.

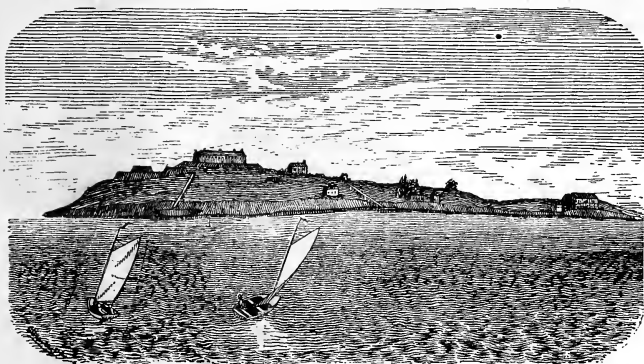
BOSTON HARBOR.

This beautiful island-dotted harbor, with its wide expanse of smooth water, its score of picturesque islands, and its countless objects of interest, many of them rich in historical incidents, forms an unceasing and alluring attraction,—not alone to the residents of our city and State, but to thousands of strangers visiting Boston, in whose estimation our sea-shore attractions are unsurpassed. In the wide range of charming resorts, at which days and weeks may be spent with unabated enjoyment, lies the secret of the world-wide popularity of Boston Harbor. Its entrance is protected by the rock-bound Brewsters, that break the ocean's swell which continually thunders against its rocky barriers. Once inside its harbor, it is as smooth as an inland lake, and much less liable to sudden squalls and flaws of wind; its waters are broad and deep, studded with numerous islands, which afford excellent camping grounds for the summer excursionist. For yachting purposes, it is certainly



PROFILE ON SQUAW ROCK, SQUANTUM.

unequalled anywhere. The great popularity that our sea-shore resorts enjoy is found, for one reason, in the superb steamboat accommodations, which are said by travellers to be unequalled. They are models of strength, speed, and beauty, noted for their cleanliness and comfort, the officers and owners vying with each other to offer their patrons



PORT WINTHROP.

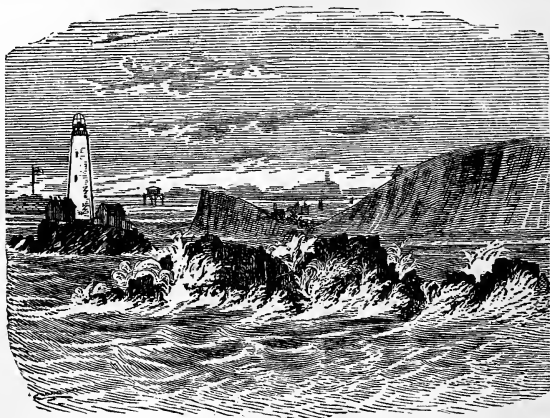
the neatest and best-appointed pleasure steamers in the country, a large number of which ply between the city and the places of resort in the harbor and just outside of it.

There are three forts in the harbor, the property of the United States Government.

Fort Warren is situated at the entrance, on George's Island, built of stone, and substantial. During the Rebellion it was used as a prison for Confederates; the most distinguished of which were the Confederate Commissioners to England, Mason and Slidell, captured on board of the "Trent," by Commodore Wilkes.

Fort Independence, on Castle Island, nearly opposite South Boston Point, having been fortified since 1634, was destroyed during the Revolution. It has since been rebuilt and given this name in 1798.

Fort Winthrop, on Governor's Island, opposite to Fort Independence, was intended by the Government to be the strongest fortification in the harbor. The harbor of Boston is filled with islands, the most prominent of which in historical interest is that of Castle Island, as being the first one fortified, and also the scene of many a fatal duel in the olden time. Thompson Island is remarkable for its singular shape and numerous controversies to settle the ownership to the island in the early days of the colony.

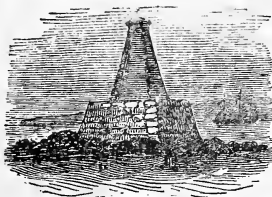


ENTRANCE TO BOSTON HARBOR.

Spectacle Island, so named from its form, was formerly used for quarantine purposes, but now as a place for the conversion of dead horses into useful products.

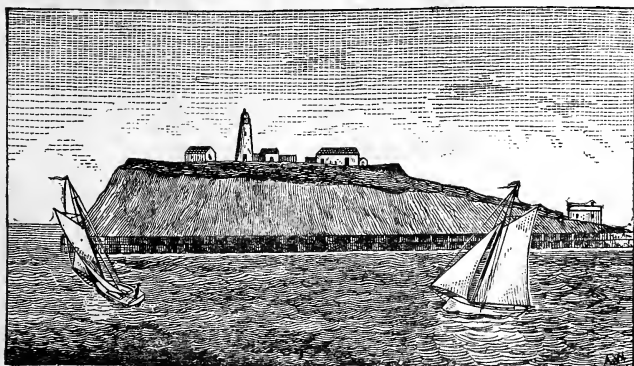
About two miles from Fort Warren, at the entrance of the harbor, is Boston Light, built of stone. The top of the lighthouse now stands ninety-eight feet above the level of the sea, and is fitted with a revolving light, which can be seen a distance of sixteen miles in clear weather. On the direct line to Boston Light is the Spit or Bug Light, which is a curious kind of structure; the lower part is a system of iron pillars fixed in the rock, affording no surface for the

waves to beat against and destroy. It has a fixed red light, over thirty-five feet above the level of the sea, and is visible in clear weather about seven miles.



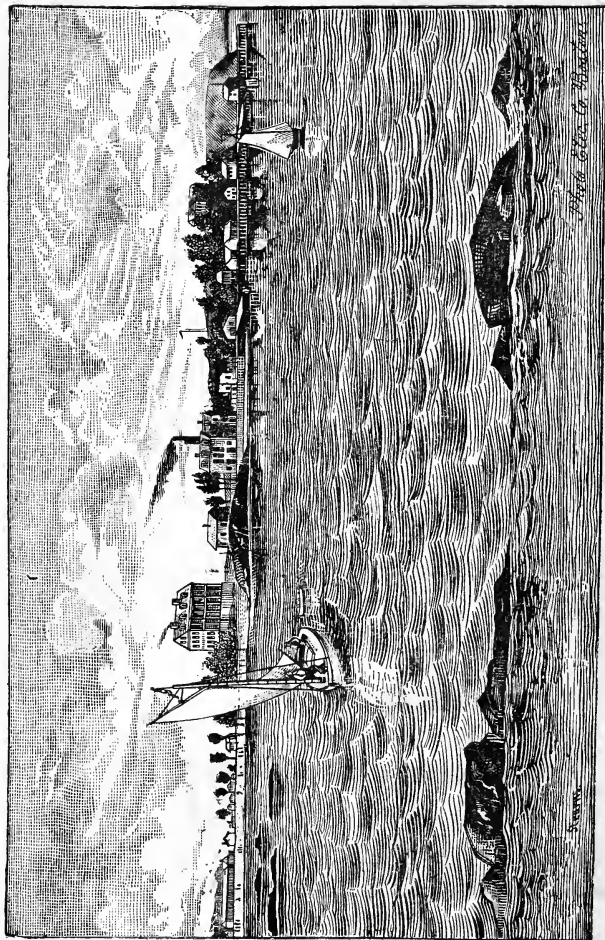
NIX'S MATE.

The lighthouse on Long Island was built in 1819; the tower is twenty-two feet in height, but the light is eighty feet above the level of the sea. It is a fixed light, which can be seen about fifteen miles on a clear night. A hotel has been established on the island for some years, but with little success. It has been suggested that the city purchase



LONG ISLAND LIGHT.

the property and convert it into a public park. East of Long Island head is a low, rocky island, known as Nix's Mate, on which stands a peculiar-shaped monument of solid

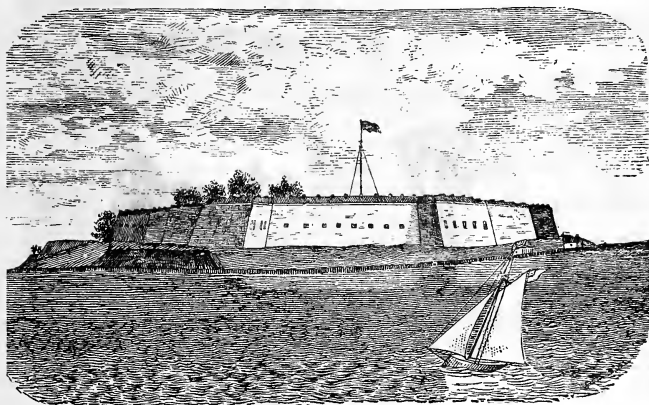


RAINSFORD'S ISLAND.

Photo Litho by H. B. Brown.

stone, twelve feet high and forty feet square. Its purpose was to warn vessels of one of the most dangerous shoals in the harbor.

There are quite a number of islands in the harbor, and some of peculiar shape, as designated by the names given them,—such as Spectacle, Half-Moon, and Apple Islands. Southeast of Fort Warren lies Rainsford's Island, sometimes called Hospital or Quarantine Island, containing about eleven acres of ground. At the western extremity is a point of land called Small-Pox Point, from the fact that for many years the Small-Pox Hospital was situated on it.



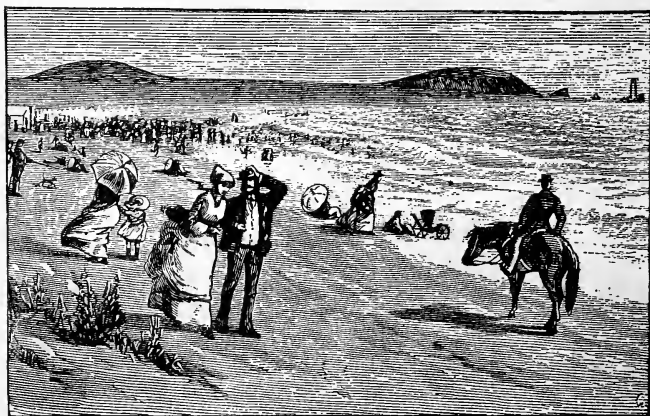
THE CASTLE, OR FORT INDEPENDENCE.

The first regular steamer that arrived at this port from Europe was the "Arcadia," of the Cunard line, in 1840.

NANTASKET BEACH.

This now famous and popular resort is a narrow neck of land which unites the town of Hull to the mainland, and is the favorite spot for the transient travellers,—those who go down to the beach and return the same or the following

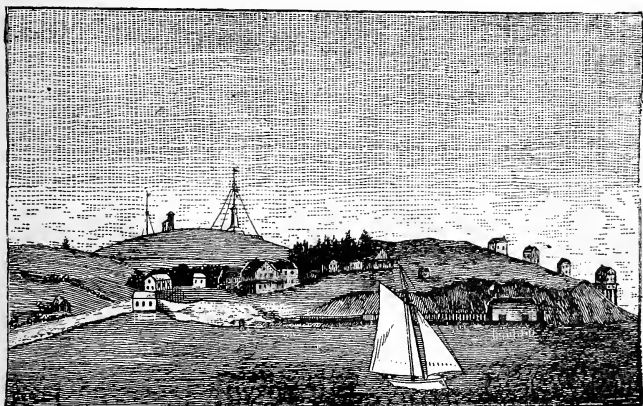
day, — which constitutes the greatest bulk of the travel; while many have their neat little cottages along the beach, who reside there through the season; some of which are very pretty as well as artistic. Many fine hotels are erected on the beach; and also, extending in a southeasterly direction along the Cohasset shore, are quite a number of summer residences, and large hotels away upon the rocks. This charming beach is five miles long, of hard, smooth sand, the finest one in New England. Surf-bathing and driving can be enjoyed on the beach, and lovers of natural scenery



NANTASKET BEACH.

will find much to interest and amuse them; the numerous hotels and restaurants scattered along the shore offering ample refreshments for the inner man. In many places along the beach timbers of wrecked vessels are met with, deeply bedded in the sand; the ribs of which, projecting out of the sand, have the appearance of formidable teeth belonging to some sea-monster. During the winter months many wrecks occur on this beach; vessels on entering Boston Harbor mistake their bearings on dark nights, or are driven in cold, blinding snow-storms on to this

inhospitable shore, and many lives and much property are lost yearly. In Hull, a number of signs, the names of various vessels cast ashore here during the past few years, may be observed nailed around the music-stand in the centre of the town. All the islands and points of interest described in previous chapters can be seen by taking the Nantasket and Hull steamers of the Hingham Steamboat Company at Rowe's Wharf, Atlantic Avenue. The same company have another line of boats stopping at Downer's Landing and Hingham.



VIEW OF HULL.

Nantasket Beach Railroad is nine miles long, running from Hotel Pemberton, Old Colony House Station, to the entire length of the beach. Eight stations on the road; fare, ten cents; no extra charge; when ticket is purchased at the office in Boston, fare twenty-five cents for eighteen miles. Excursion trip from Boston.

There are a number of first-class hotels; among the most prominent may be mentioned the Hotel Nantasket, the Rockland, the Atlantic, and the Pacific House. The location of the latter on Stony Beach is particularly pleasing, on account of its magnificent sea view.

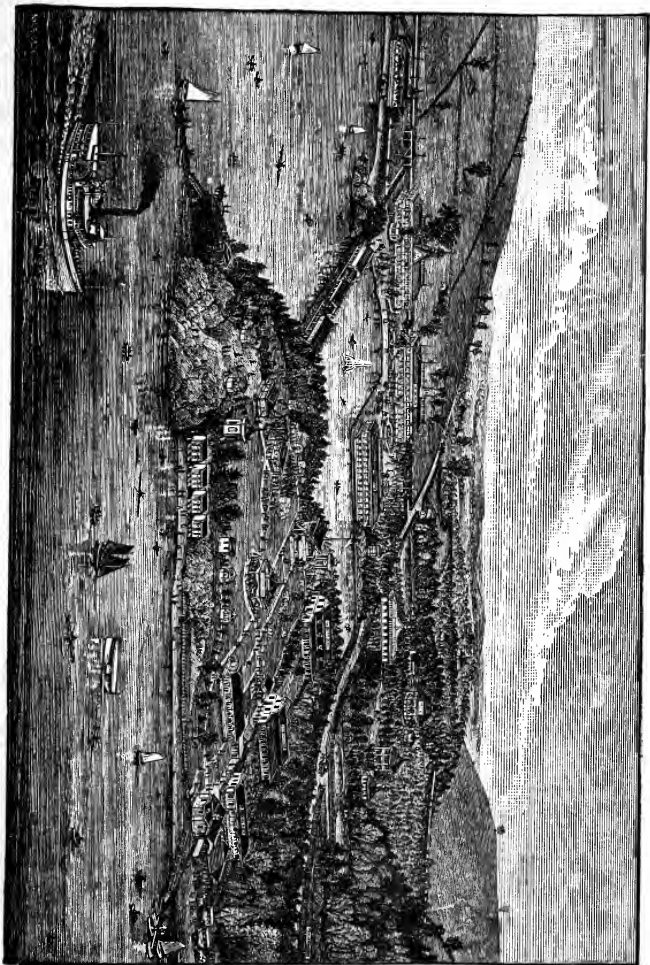
DOWNER'S LANDING.

A few years ago, Mr. Samuel Downer, the well-known refiner of kerosene oil, bought the point, intending to improve it, and make a summer resort of it for himself and friends; but soon the beauties of the place became known, and he opened the grounds to the public, and it is now one of the finest pleasure resorts in New England. The grounds of the garden cover over ten acres; and here can be found every variety of amusement for picnic parties and daily excursionists; such as bowling and shooting alleys, swings, tilts, flying-horses, etc., a large, handsome and commodious hotel, the "Rose Standish House," and an excellent restaurant and music hall; row-boats, yachts with reliable skippers, a Punch-and-Judy show, and monkey cage containing every conceivable species of monkeys; a large camera obscura, and many other things too numerous to mention, not forgetting the excellent clam-bakes served upon the grounds.

REVERE BEACH.

This magnificent beach is about five miles long, and is lined, at short distances, with hotels, restaurants, cottages and bath-houses. Being but a short distance from Boston, it has always been a favorite resort for the Massachusetts public, and visited during the hot season by the thousands. On a pleasant Sunday, it is not uncommon to see from fifteen thousand to twenty thousand people strolling along the beach. It may be reached by the Narrow-Gauge Railroad from Atlantic Avenue through East Boston, by the Eastern Railroad from Causeway Street, or by the Lynn and Boston horse-cars from Scollay Square.

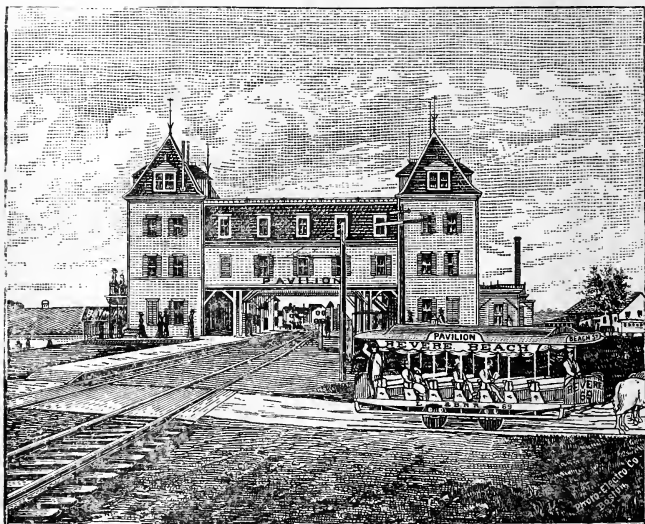
Within the past year, much has been done in the way of improvements on this beach; such as building a branch railroad from the Eastern Railroad to the upper and lower parts of the beach, and a very large hotel and other buildings on the extensive grounds formerly known as the Ocean House, the name of which has now been changed to the "Point of Pines." At the other end of Revere Beach, now



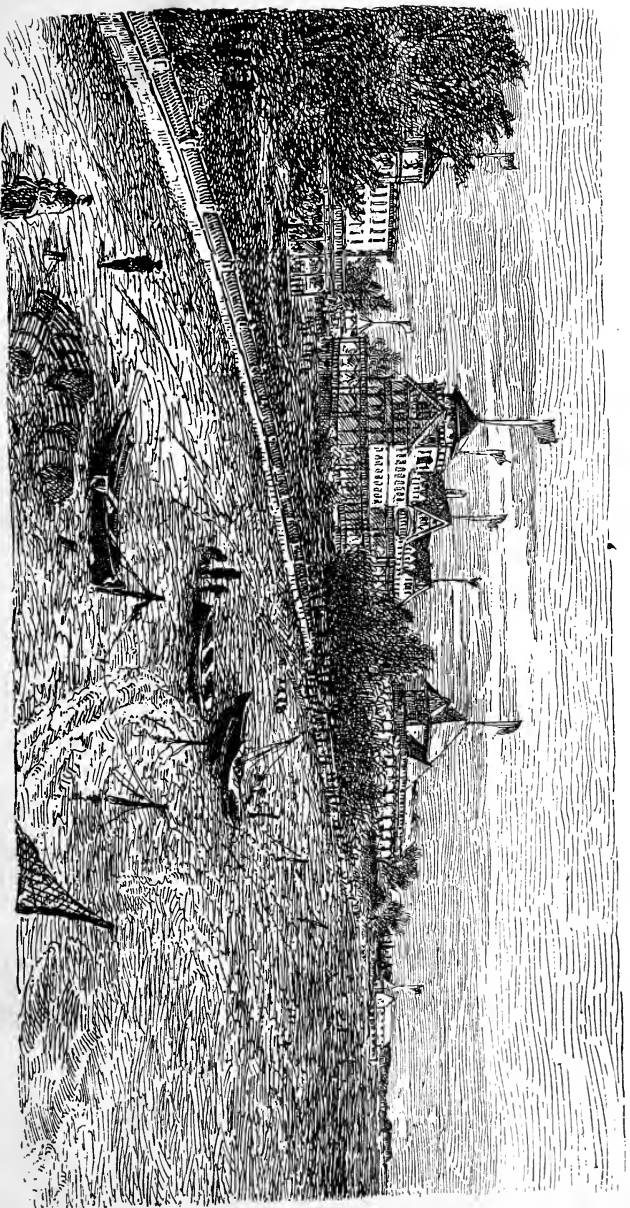
VIEW OF DOWNER LANDING.

called Crescent Beach, important and extensive improvements are also being made: namely, a large hotel, on a covered pier, extending out into the broad sound 1,600 feet, which will be used as a steamboat landing, called the Ocean Pier, to which the large and elegant steamers "John Sylvester" and "Eliza Hancox" will make hourly trips from Foster's Wharf, Atlantic Avenue, Boston, about July 1.

One of the most popular hotels on this beach is that kept by Mr. S. V. Brown, and familiarly known as the Pavilion; it is most conveniently located to all three lines of cars,—the Narrow-Gauge, Eastern, and the Lynn and Boston Horse Railroad, and beach; while its cuisine has no superior among the summer resorts of Boston.



THE PAVILION HOTEL, REVERE BEACH.



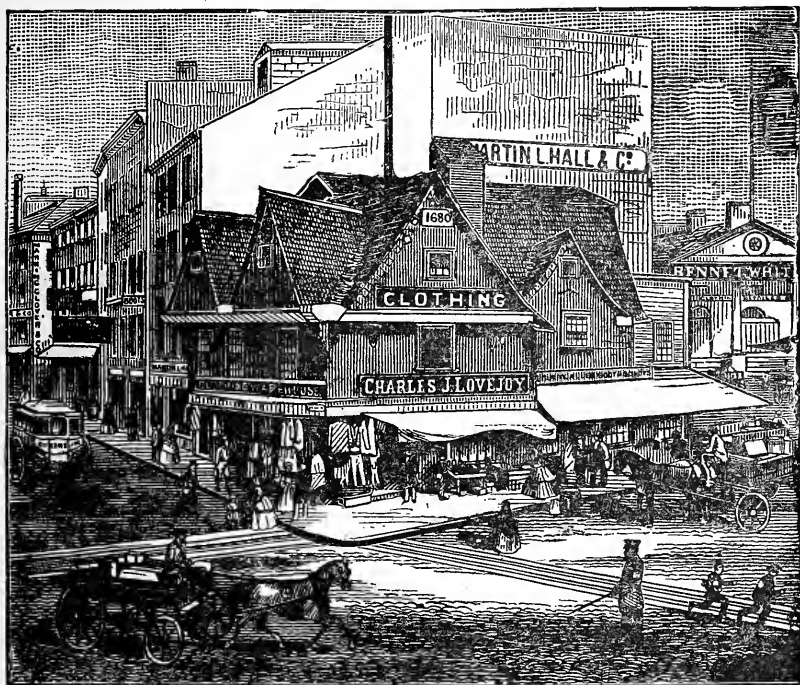
POINT OF PINES - REVERE BEACH

IX.—Streets

THE crooked ways and mixed-up streets of Boston, especially in the older part or business portion of the city, are a source of much inconvenience and annoyance to strangers; but to the Bostonian they have a peculiar charm. Within a few years, however, much has been done in changing, widening, and straightening them, at a heavy expense to the city. Many of the crooked streets have been made comparatively straight; so now, with the aid of a map of the city, but very little trouble is experienced in going from one part to another.

Many of the streets of old Boston were named for London streets. The citizens, soon after the Revolution, were not slow in changing the most obnoxious; giving the name of State Street to King Street, and Court Street to Queen Street. Hanover Street, although a reminder of a detested house, was not changed. Dock Square was so called on account of its being known as the place around the dock; Federal Street was Long Lane; Boylston Street, Frog Lane; Devonshire Street, Pudding Lane; Bowdoin Street and Square were named after the Governor. The square was the seat of many elegant residences, with fine gardens and shade-trees. Chardon Street was named for Peter Chardon, an eminent merchant who lived on the corner where the Bowdoin-Square Church now stands; Leverett Street, after the famous old Governor John; Winter Street, formerly Bolt's Lane, is now designated with Temple Place, the "ladies' streets," as the stores are exclusively for ladies' trade, and the street is filled with ladies on pleasant days. Washington Street has always been one of the main thoroughfares. It was first called Broadway, then Broad Street. Tremont Street is also a prominent street, leading

into Scollay Square; the square taking its name from John Scollay, a prominent merchant, which, in the olden times, was a very aristocratic neighborhood.

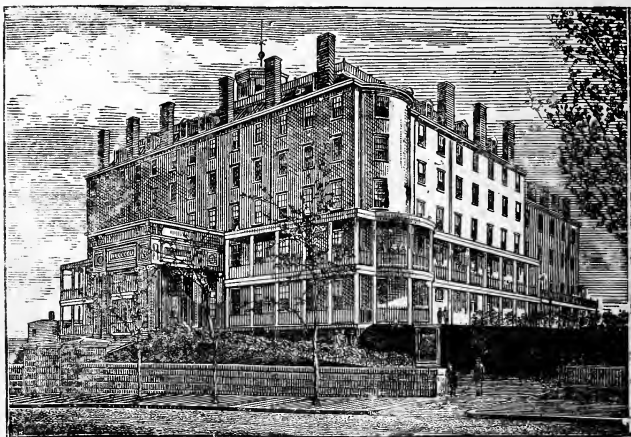


ANCIENT BUILDINGS RECENTLY DESTROYED IN DOCK SQUARE.

SOUTH BOSTON.

The peninsula ward is quite an attractive part of the city, with its fine public buildings, well-graded streets, and private residences. It has one principal thoroughfare, "Broadway," lined with retail stores. On the right stands the Catholic Church of SS. Peter and Paul. At the upper part of the street is Mount Washington, the old Dorchester Heights; near the top of which is a group of churches,—the Methodist Centenary, the Phillips Congregational, the Hawes Congregational, St. Matthew's Episcopal, the Fourth Baptist, and the Church of Our Father (Unitarian). Beyond are the Carney Hospital (Catholic), and the Perkins

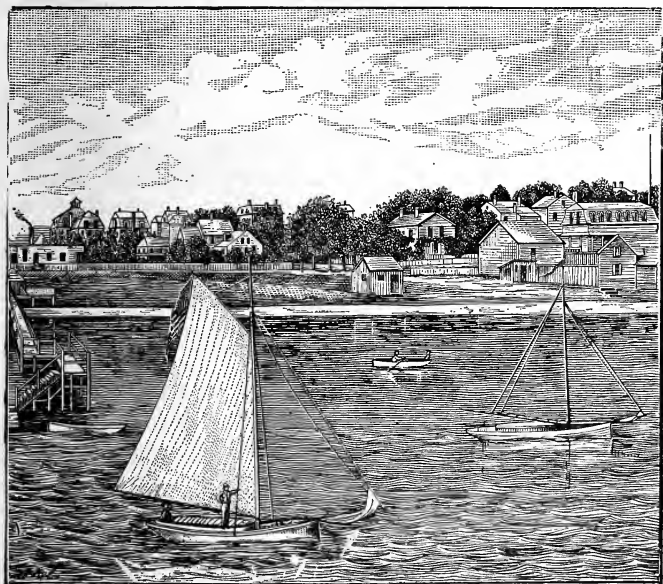
Institution for the Blind. Then follows Independence Square, a handsome park of 250,000 feet, nearly surrounded by neat family residences, and on the lower side approached by the grounds of the Boston Lunatic Asylum and other public buildings. Three squares beyond this is the end of the peninsula, called City Point, which has within a few years become quite noted as a sea-side resort. From it there is a magnificent view of the harbor, with its islands and forts, and the open sea, Dorchester Bay, the Blue Hills of Milton, and the city, with its broad and populous suburbs. There



PERKINS INSTITUTION AND MASSACHUSETTS ASYLUM FOR THE BLIND,
SOUTH BOSTON.

are five first-class sea-side hotels,—viz., the Atlantic House, proprietor, F. S. Wright; the Sea-side House, E. J. McElroy; the Beach House, F. F. Bibber; the Harbor View, George Grant; and the Point Pleasant House, Harry Walcott,—where fine fish dinners are a specialty; and for amusements, the “Alhambra” furnishes all that is required in the theatrical line. This is a large theatre, with ample stage-room, and pleasant seats for the audience. There

are a number of places where boats and skippers may be hired for those desiring a sail in the harbor, while off City Point is the mooring ground of most of the yachts belonging to the Boston and South Boston yacht clubs. Fort Independence is quite near the shore; and the other islands of the harbor are seen beyond, on either side. There are quite a number of small restaurants scattered here and there, to meet the wants of the mass public. The demand for conveyance to this point (upon the only horse-car line, the South Boston Horse Railroad Company) has been such, that, instead of running four cars, as formerly, they now have in use some eighty cars for this purpose, mostly open cars; and on a warm and pleasant evening a ride to this locality is very desirable and invigorating.



CITY POINT, SOUTH BOSTON.

X.—Hotels.

HOTEL VENDOME.

FIRST and foremost among our first-class hotels stands the magnificent and elegant structure of white marble, eight stories high, located on the corner of Commonwealth Avenue and Dartmouth Street, called the Hotel Vendome, opened in 1880, costing over one million of dollars, and entirely fireproof; furnished throughout in palatial style, without regard to expense, making it, in its full completeness, one of the most costly and luxurious in this country; built expressly for, and now under the able management of, Col. J. W. Walcott. It is in a delightful situation, and a cuisine that can hardly fail to gratify the most epicurean tastes. This new and superb hotel must, for the present, stand pre-eminently the leading first-class house in this city.

THE HOTEL BRUNSWICK.

This popular and elegant hotel is situated at the corner of Boylston and Clarendon Streets, in the Back Bay district, six stories high, covering an area of over half an acre, with a frontage of 200 feet on Boylston, 125 feet on Clarendon Street and 200 feet on Providence Street. This building is noted for its unequalled architectural beauty and grandeur, and is well classed as one of the finest hotel structures in this country. Its furnishings are luxurious; its appointments are unequalled, while the location is unsurpassed, and every way desirable.

The surroundings include many of the most noted structures in New England.

This hotel has always been a popular resort for strangers from its opening, particularly during the summer season, as

it combines invigorating health-giving breezes of the sea with the comforts and pleasures of a city.

The street cars pass the hotel to and from the business section of the city every two or three minutes. The Brunswick is conducted on what is known as the American plan — transient rates \$4.50 per day — and under the management of the proprietors, Messrs. Barnes & Dunkle.

TREMONT HOUSE,

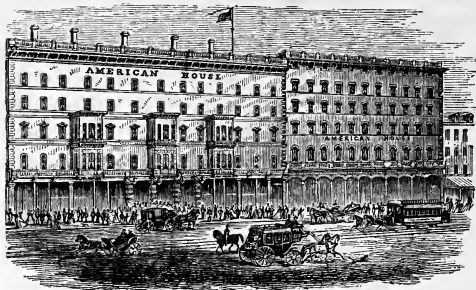
corner of Tremont and Beacon Streets, was the pioneer large, first-class hotel in America. It was built in 1830, with accommodations for two hundred and fifty persons, with charges of \$3.50 to \$4 per day.

THE PARKER HOUSE

is a large, six-story, marble-front edifice, corner of Tremont and School Streets, containing two hundred and sixty rooms, including large drawing-rooms and suites. Established by Harvey D. Parker, in 1854, upon the European plan, at prices for rooms varying from \$1 to \$5, and of suites from \$8 to \$12 per day. The restaurant is one of the very best in the city, and the Parker House has been one of the most successful of all the hotels.

YOUNG'S HOTEL.

It is situated near the head of State Street, facing the old State House, and the County Court House, with entrances on Court Square, Court Avenue, and Cornhill Court. It has excellent accommodations for about one hundred and twenty-five guests, and is kept upon the European plan, with prices for lodging from \$1 to \$3, according to location of room. It is patronized almost exclusively by men, and a great resort of clubs; some twelve rooms are reserved for their special accommodation. Mr. George Young, from whom it takes its name, was the proprietor for many years. The present proprietors are George C. Hall and Joseph Reed Whipple.



THE AMERICAN HOUSE,

on Hanover, near Washington Street, was built in 1851, and remodelled and greatly improved in 1868, at which time Mr. Rice introduced the first hotel passenger elevator in Boston. It is finely furnished, has wide corridors and spacious drawing-rooms, and has always borne an excellent reputation. It is kept on the American plan for its table and that careful attention to details so essential in a first-class hotel; \$3 to \$4 per day; and for years has been the headquarters of the shoe and leather trade, and a favorite resort for strangers visiting Boston on business or pleasure. Ever since its opening it has been under the efficient management of the late Lewis Rice, and his son and successor, Henry B. Rice.

THE REVERE HOUSE.

This fine building was erected by the Massachusetts Charitable Mechanics' Association, and was for a long time under the management of Mr. Paran Stevens. It was named in memory of Paul Revere, who was the first president of the above-named association. It has always been a very popular hotel, and entertained more distinguished men than any other in Boston; among which may be mentioned the Prince of Wales, the Grand Duke Alexis of Russia, Daniel Webster, and ex-President Grant. The hotel is very pleasantly situated in Bowdoin Square, having accommo-
a-

tions for two hundred and fifty guests; is kept upon the American plan, at prices ranging from \$3 to \$4 per day, according to location of rooms, with a cuisine equal to any hotel in New England. The Revere House is famous for its club and class dinners, and under the able management of Mr. C. B. Ferrin, the late proprietor for the past ten years of the Westminster Hotel, of New York, ranks high among our first-class hotels.

COMMONWEALTH HOTEL.

This elegant marble hotel was built expressly for a family hotel of the highest grade, located on Washington Street, occupying the entire space between Worcester and Springfield Streets, with no high buildings in the immediate vicinity. It is six stories high, containing about three hundred rooms, divided in suites of three and four apartments, very handsomely furnished large chambers, spacious parlors, and dining halls, all well and thoroughly ventilated, and provided with all the modern improvements; conducted on the American plan, with prices of rooms and board from \$3.50 to \$4 per day according to the location. The Commonwealth is centrally located; horse-cars passing the door from all the depots, and within ten minutes' ride to all the principal stores and places of amusement. Strangers visiting the city during the summer months will find this hotel a delightful resort, as a large proportion of its patrons possess sea-shore residences, their suites being vacated at this time. The proprietors are Messrs. Carter & Brugh.

THE CRAWFORD HOUSE,

situated in Scollay Square, on the corner of Court and Brattle Streets, is one of the most popular hotels at the present time in this city. The original Crawford House was opened in December, 1864, by Mr. Henry Stumcke and Mr. Henry Goodwin, the founders of many popular restaurants and hotels in Boston and at Martha's Vineyard. This house has been considerably enlarged and improved,



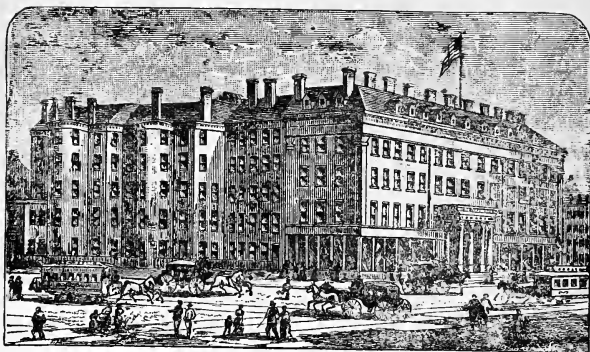
CRAWFORD HOUSE, SCOLLAY SQUARE.

and recently some forty rooms have been added; refurnished with all modern conveniences, elegantly fitted up, and conducted on the European plan. This hotel is within eight minutes' ride to any of the depots, and in direct communication to all points of interest and places of amusements; having all the modern improvements of a first-class hotel, passenger elevator, electric lights, steam-heaters, etc., with the best of attendance; capable of accommodating two hundred and fifty guests. The restaurant is first-class, and prices moderate. It accommodates about four hundred persons, and charges for rooms ranging from \$1 to \$3 per day. The present proprietors, Henry Stumcke and Henry Goodwin, have been partners since October, 1866. The interior of the restaurant comprises two large and beautiful rooms, one on each floor; the lower floor for gentlemen, and the upper one for gentlemen and ladies. Each room can seat about two hundred and twenty-five persons; besides which, several new and large private dining-rooms, for clubs and private dining parties, have been lately added. The new lunch and wine-room is a gem in itself, and is one of the most popular resorts. For ladies there are special apartments, with dressing-rooms attached. This restaurant enjoys an extensive patronage, on account of its popularity, and the admirable manner in which it is conducted, for the food is excellently prepared and well served.

An important feature of this hotel is that you can obtain board for \$6 per week, or \$1 per day, or a single meal for 50 cents, placing the house either on the American plan, or European plan, as one may desire, which is very desirable for the public.

"CARLTON HOUSE,"

under the management of Mr. H. Stumcke, situated at No. 5 Hanover Street, is a very desirable place for families and parties who object to the noise and confusion incident to a hotel. Rooms large and beautifully furnished; kept on the American and European plan; prices reasonable.



THE UNITED STATES HOTEL

is occupied largely in the winter by families owning their own private residences in the adjoining towns, who come into the city and make their residence at this famous old house for the winter months. During the summer season, therefore, their great family rooms are available for tourists, families, and pleasure parties, giving accommodations that could not otherwise be afforded, and so allow guests the most extensive variety of rooms at the lowest possible charges. During the summer months, the rates are reduced to \$2.50, \$3, and \$3.50 per day, according to accommodation, with board by the week at from \$12 to \$25, thus giving visitors an opportunity of making this hotel their permanent headquarters, from which to make daily excursions to the thousand places of historical interest with which the city and suburbs abound, and to the great manufacturing cities which surround it; while the fifteen hundred summer resorts and boarding-houses down the harbor and along the coast are available every fifteen minutes by boat or rail. Thus the United States will be found not only a most accessible and convenient hotel on arriving at Boston, but will be found equally comfortable and economical for permanent as well as transient guests, while the facilities for reaching all the suburban localities and various sea-shore resorts are unequalled by any hotel in Boston.

ADAMS HOUSE.

The Adams House, 555 Washington Street, is one of the famous "hostelries" of the old time, having been built forty years ago on the site of the "Lamb Tavern, or White Lamb," whose sign is remembered as early as 1746; and for several years was conducted by Laban Adams, when it was purchased by Mr. Daniel Chamberlain, and has since been owned and conducted for many years by him, and it is now a portion of his large estate. It was for many years the headquarters of the Governors of Massachusetts and their families, and is now the most centrally and conveniently-located among all the great stores and theatres, while all lines of cars pass the doors; and with the popular charges of from \$2.50 to \$3 per day, is a great resort for business men and family parties, being managed by Mr. T. A. Barker. It has a fine elevator, and is a most comfortable hotel.

THE INTERNATIONAL HOTEL,

Nos. 623 and 625 Washington Street, is one of the most central in the city, first door south from the Park, opposite the Globe, and near the Boston and Gaiety Theatres, and but a few minutes' walk from the Providence, Boston and Albany, Old Colony and New England railroad depots. Horse-cars and stages run continually before the door, connecting with the various depots, places of amusement, and the suburbs.

The hotel has been fitted and furnished in the most thorough manner, including passenger elevator and all other appointments of a first-class hotel. The rooms, *en suite* and single, are bright, cheerful, and comfortable, well ventilated, heated by steam, and supplied with running water.

Prices range from \$1 upwards, according to location and size of room. Bath and toilet rooms upon each floor.

A fine restaurant, noted for the excellence of its cuisine, at moderate prices, for the convenience of patrons.

This hotel is under the management of Mrs. G. B. Reichardt, and kept upon the European plan.

CREIGHTON HOUSE.

This popular hotel is located at Nos. 245 and 247 Tremont Street, under the proprietorship of William Hill, conducted upon the American plan, at prices from \$2.50 to \$3.50 per day. Special rates to commercial travellers and families. This hotel has all the modern conveniences, and is a favorite resort on account of its central location, near the Common, depots, theatres, and other points of interest. Horse-cars to all parts of the city pass the door.

EVANS HOUSE,

located on Tremont Street, facing the Common, No. 175, is a very handsome building, and a very desirable location. The hotel is kept upon the American plan, accommodating about one hundred and fifty guests. It is a favorite resort for families during the winter season, as it has all the modern improvements requisite for a first-class hotel. Prices from \$3, \$3.50 and \$4 per day. It is under the management of Mr. A. L. Howe, the proprietor.

There are a number of other hotels, of various grades, in different parts of the city, but our space will not permit us to further particularize.

FAMILY BOARDING-HOUSE.

In our view of Bowdoin Square will be noticed the stone buildings which front on the square, built by Samuel Parkman, father of Dr. Parkman, who was murdered by Dr. Webster some years ago. These houses for a long time were considered models of architecture, and are now occupied by Mr. R. Philbrook as a first-class family boarding-house, having all the modern facilities. Terms for transient or permanent according to location of room and time.

R. MARSTON AND CO'S RESTAURANT.

This popular dining-room is situated at Nos. 23 to 29 Brattle Street. Established in 1846; and, under the recent improvements and enlargements, has a seating capacity of 250. No cost or pains have been withheld to make these improvements complete and perfect in every particular and ap-

preciation of the public is made manifest by the crowds who patronize this famous restaurant. Special apartments for ladies. A tall sidewalk clock stands in front of its main entrance, which is the only one of its kind in this city.

There are a large number of restaurants of all kinds and grades scattered throughout the city and suburbs, which, generally speaking, furnish good food at reasonable prices, but not worthy of particular mention, except those connected with hotels, and a few located in the business quarters. Of some of the most noted may be mentioned the Crawford Lunch and Wine Room, a perfect gem, No. 13 Brattle Street, elegantly and tastefully fitted up, making it one of the finest rooms of the kind in New England. It has also a number of beautifully-furnished private rooms for clubs, societies, political organizations, or private dining parties, with a bill of fare that can hardly fail to suit the most fastidious, either in price or quality of the cooking. The whole is under the able management of Mr. George Rolfe, who has been connected with the Crawford House for the past seven years, so popular and favorably known among the travelling public. Other restaurants worthy of mention are those of Parker's, on School Street, with a spacious dining-room for ladies; Young's, on Court Avenue, near State Street; Ober's French Café, on Winter Place; Englehardt, 174 Tremont Street, opposite the Common, near Boylston Street; and the German Restaurant of Joseph Gahm, 83 State Street. Confectionery and Ice Cream (besides more substantial food) may be had at F. E. Weber's, 25 Temple Place; also at the Copelands', 4 Tremont Street, and 467 Washington Street, and at 128 Tremont Street, opposite the Common. These places are much visited by the ladies, and are popular resorts.

XI.—Drives to Points of Interest.

BOSTON is noted for its beautiful suburban districts, its fine drives, elegant private residences, and charming country seats, scattered all along in every direction, for a distance of from five to six miles from the city, so that a different drive every day in the week would lead through scenes of rich suburban beauty.

One drive, which is of particular interest to strangers, is that

TO CAMBRIDGE,

visiting Harvard College, the most famous as well as the most ancient university in this country, with nearly 1,500 students in all its various branches, and about 125 professors and teachers of various grades, having a library of over 60,000 volumes, while the college library has over 170,000 volumes. The most marked building connected with the university is the "Memorial Hall," erected at a cost of \$500,000 by the alumni, to commemorate the sons of Harvard who died in the civil war. On the common, near the college, is a noble monument, crowned by a statue of a soldier, erected in memory of 938 men of Cambridge who perished in the late war. Not far from the college may be seen the famous old tree, the "Washington Elm," and the residence of our much-beloved poet, Mr. Henry W. Longfellow. Continuing the drive through Cambridge to Watertown, we arrive at the entrance to Mount Auburn Cemetery, the design of which is from an Egyptian model, erected at a cost of about \$10,000. Many elegant and costly monuments adorn the grounds in every part. Returning, pass over Ship Yard bridge, entering Brookline, which is one of the most beautiful of the suburban towns surrounding Boston, where may be seen one of the finest specimens

of church architecture in this country,—the Harvard Congregational Church; continuing the drive to the Cochituate Water Works, thence through the Brighton district to Boston, passing over the south end of the city and Back Bay district. This ride will occupy about four hours' time.

TO POINT SHIRLEY,

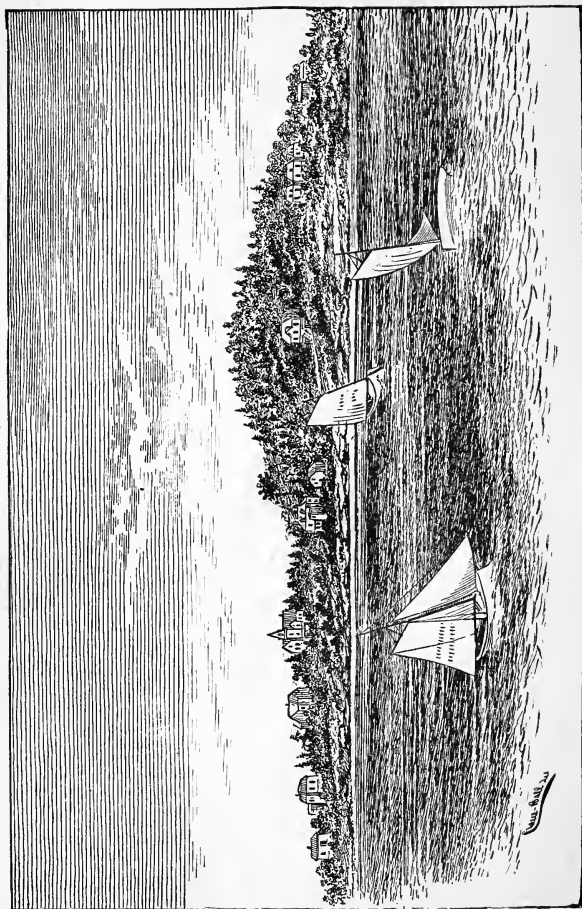
through East Boston, giving a magnificent view of the ocean, the famous Taft's Hotel, with its elegant fish dinners. This drive will occupy some three or four hours' time.

TO REVERE BEACH.

This magnificent beach is of itself a sight well worth seeing, driving through Charlestown, around Bunker Hill Monument, thence through Chelsea to the beach.

TO DORCHESTER.

This is also a popular drive, *via* Grove Hall, to Dorchester, to Milton Lower Mills, passing many delightful residences and a group of handsome public buildings, through a wide district of pleasant suburban homes. On the left may be seen the charming villas of Savin Hill, where a fine view of the harbor and the city of Boston is enjoyed from this point, as it is a high, rocky hill, situated on the end of a peninsula, and rising very abruptly from the water, by which it is nearly surrounded, covered to its summit with very dense woods, mostly savin trees,—hence its name. Two beautiful avenues are laid out that encircle the hill—Savin Hill Avenue and the Grampian Way—and bordering these are many fine residences and extensive grounds. Although it is within three miles of the State House, and also inside the city limits, yet in attempting to ascend to its summit one would plunge into a wilderness, where, in some instances, progress is forbidden by beetling cliffs or thorny thickets, and where the forest is seen in its primitive wildness; but on arriving at the summit, away off to the eastward can be seen old ocean, and Nantasket's pride—her beaches—and the Brews-



VIEW OF SAVIN HILL.

ters, with their rugged, storm-beaten shores, and to the north and west the ever-enlarging metropolis and inland towns; and to the south is Quincy's beauties, in rolling hills and ample plains, backed by the bold outlines of the Blue Hills of Milton, whence flows the beautiful Neponset River, entering the bay at the feet of the beholder. On arriving at the pretty village of Milton Lower Mills, passing two or three of its churches, and entering the town at the brow of the hill over the Neponset River, which, on crossing, places you on the boundary line of Boston, the town of Quincy is but three miles beyond, and the road has a continuous line of stately old mansions, elegant parks, clumps of ancient trees, and all the evidences of the most skilful landscape gardening.

NOTES.

RAILROAD EXCURSIONS.

The open horse-cars furnish a very pleasant and desirable mode of conveyance to the beautiful suburbs around Boston and its vicinity, which are much patronized by the public. The favorite lines of travel are to Dorchester and Grove Hall, to Jamaica Plains, to Brookline, to Milton Lower Mills, to City Point, and Forest Hills. The courses of the different lines may be found by reference to our pages of horse-car routes of the various roads.

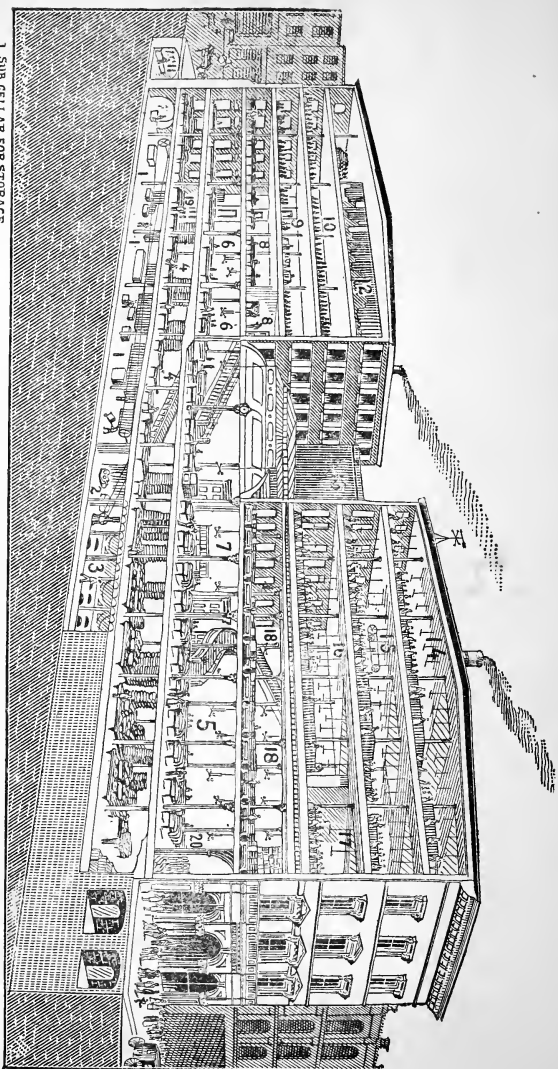
XII.—Prominent Business Houses and Manufacturing Establishments.

A CUT, representing a proportionate and sectional view of Macullar, Parker & Co.'s cloth and clothing warehouse and manufactory, 400 Washington Street, Boston, is herewith presented. A handsome colored lithograph, also, embodying the same pictorial presentation and plan on a much enlarged area, has been for several years placed in many hotels and railroad stations throughout New England, and has attracted general attention from the novelty and effectiveness of its design. From roof to sub-cellar the interior of the structure appears in the illustration as it would if one of the outer walls were entirely removed.

This well-known clothing establishment differs from all others of its class in this respect: namely, it is complete in itself. From its departments of importation and jobbing of piece goods, through the processes of cloth finishing and shrinking, to the final manufacture of the purest and best woollens into clothing for the retail salesroom, the building set forth in the picture contains all the facilities required, and until within a few months had furnished all the floor space needed. To meet the demand for rooms properly arranged and lighted, and all compacted within the bounds of one building lot, a special adaptation and plan was necessary. As will be seen, the building is divided at its longitudinal centre, saving the two lower stories, into two sections. This is done by means of a cut or break, about 50 feet in length, taking in substantially all the breadth,—thus flooding the workshops with light, and securing a degree of ventilation not surpassed in any of our public structures, which was the prime object in view. These two wings are

accessible to each other from the upper stories by means of an iron bridge. The lower stories remain intact, and two immense stores, each 225 feet in length and 50 feet in width, are thus rendered practicable. The upper of these two stores is lighted, in addition to the usual methods, by means of a large area of glass in the roof, which at the same time serves to secure a similar result for other and intermediate apartments. So far as ventilation, convenience, and light are concerned, the architect has undoubtedly designed a model building. There is not a shaded corner in the workshops, when the sun shines. No opportunities lurk through untidy and neglected minor apartments to tempt an employé inclined to be slovenly. There are no sights or sounds to offend the most sensitive female workers, and on this point alone the firm might rest a claim for practical philanthropy in a direction too long and too often neglected. No; what may be called the *humanities* in connection with women, are never lost sight of here. Steam power in the sub-cellar forces the purest and softest spring water from a natural well up through six stories to the cloth-shrinking department. Here it is that all piece goods are subjected to a treatment from trained hands that removes all surface crudities, and are distributed thence to the different departments, or expressed to expectant merchant tailors in different States, having, meanwhile, been thoroughly washed, shrunk and pressed, and made ready for the tailor's shears. The peculiar process of cloth-shrinking adopted here is a London peculiarity, requiring long experience and great care. It is not likely to be improved upon. Steam-power is also required to run about thirty sewing machines, although the amount of machine stitching performed in these shops bears but slight proportion to the amount of needlework done by hand. As illustrating this point, we may state that upwards of forty button-hole workers find constant employment at their specialty, and that the slightly and elegant stitching wrought into and upon fabrics that require something akin to embroidery, as in the case of Marseilles and other vestings, places many of them in line with any and all artificers in ornamentation who are noted for perfection in their handiwork.

About six hundred employes are now engaged in these workshops in producing the well-known class of goods that Macullar, Parker & Co. distribute to their customers at their stores in Boston and Providence.



1. SUB CELLAR FOR STORAGE.
2. WELL, FIRE PUMP & ENGINE.
3. BOILERS FOR HEATING AND POWER.
4. WHOLESALE CLOTH DEPARTMENT.
5. RETAIL CLOTHING.
6. CUSTOM DEPARTMENT.
7. COUNTING ROOM.
8. PRIVATE OFFICE & ORDER ROOM.
9. CUSTOM DEPARTMENT WORKSHOP No. 1.
10. CUSTOM DEPARTMENT WORKSHOP No. 2.

MACLELLAN, PARKER & COMPANY'S CLOTH & CLOTHING WAREHOUSE & MANUFACTORY

400 WASHINGTON ST. BOSTON

DIMENSIONS OF BUILDING LENGTH 225 FEET WIDTH 50 FEET HEIGHT 70 FEET

NUMBER OF HANDS EMPLOYED, ABOUT SIX HUNDRED.

11. CARPENTERS & MACHINISTS SHOP.
12. CLOTH SHIRTING DEPARTMENT.
13. IRON BRIDGE.
14. READY MADE CLOTHING WORKSHOP.
15. READY MADE CLOTHING WORKSHOP.
16. WHITE VEST WORKSHOP.
17. WHITE VEST CLOTHING DEPARTMENT.
18. ELEVATOR.
19. GENTLEMEN'S FURNISHING GOODS.
20. GENTLEMEN'S FURNISHING GOODS.

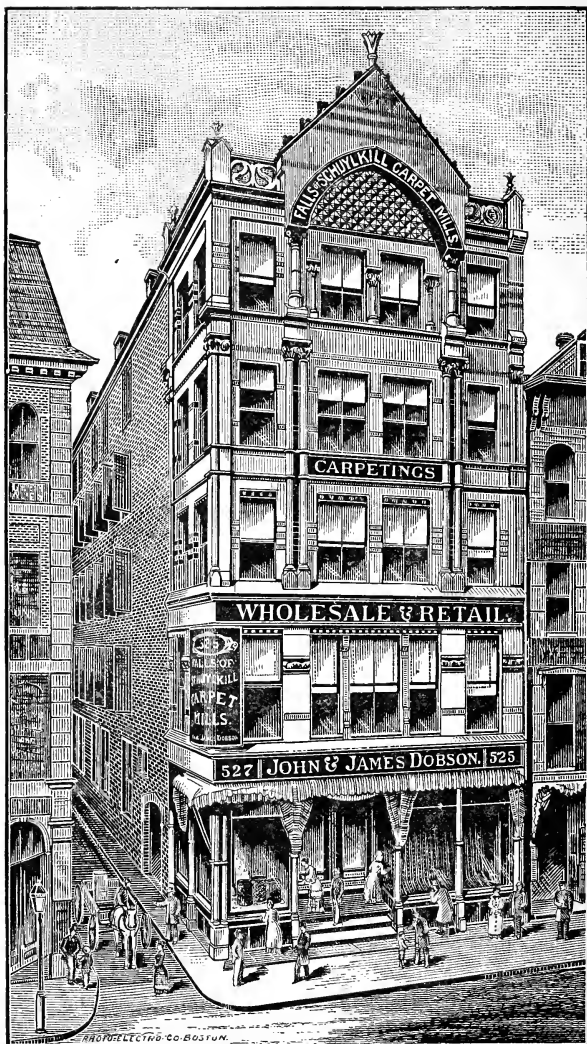
JOHN AND JAMES DOBSON.

For many years Europe received all her supplies of carpet from the East. The manufacture is said to have been introduced into Europe by the French in the reign of Henry IV. The varieties of carpets in common use in this country — the ingrain, the three-ply, the Venetian, Brussels, and Wilton — are all made by machinery. Great difficulty was found in applying the power-loom to weaving carpets, but it has now come into general use.

Brussels carpet is so named from Brussels, in Belgium, whence the style was introduced in England in the last century.

Up to 1876, a house in England led the world in the quantity and quality of its carpet manufactured; but the Centennial year saw Uncle Sam leading the mother country in that industry, as he continues to do. John & James Dobson, whose carpet warehouse occupies the whole of the five story stone-front building, shown in the adjoining cut, Nos. 525 and 527 Washington Street, are the largest carpet manufacturers in the world. Their immense manufactory, at the Falls of Schuylkill, Penn., gives employment to 3,000 persons, manufacturing daily, on an average, about 30,000 pounds of wool into carpets of every grade, from the finest Moquet and Wilton's down to the commonest ingrains. Its manufactures, amounting to several million dollars yearly, are sold throughout this country.

They have retail stores in New York and Philadelphia as well as Boston. The Boston store, in charge of Herman S. Judkins, is one of the neatest and best adapted to the carpet trade in Boston, and the stock contained in it is as choice and complete as that of any house in this line in the United States. They are the only manufacturers in the world that can furnish a retail department complete with the productions of their own looms. At the World's Exhibition at Philadelphia they were awarded the premium. They have a large corps of designers constantly employed producing new patterns and designs; and thus, with every season, they are enabled to furnish rich and handsome carpets, always of the newest style.



CARPET WAREHOUSE, WASHINGTON STREET.

BIGELOW, KENNARD AND CO.

This well-known house is one of the landmarks of the city, having been formed Jan. 1, 1830, by John Bigelow, changing in 1835 to John Bigelow & Co., and in 1839 to Bigelow Bros., and in 1846 to Bigelow Bros. & Kennard, and in 1868 to its present style.

Of its former partners, both Messrs. Alanson and Abraham O. Bigelow have been in the Board of Aldermen, and Mr. M. P. Kennard is the present Assistant U. S. Treasurer.

The first location was on Washington Street, two doors below Court, then the centre of business; but it has had its "three removes" on Washington Street, although escaping the great fire. Its present location is on the corner of Washington and West Streets, in a granite building, owned by them, and erected for the business in 1867. These premises, that were considered very spacious at that date, have been enlarged by the store formerly used for the wholesale department, and again this spring by an adjoining store, making a "fine-art room" not excelled in the city.

For the past twenty-five years a buyer has annually visited Europe in search of novelties, and their selections have never failed to please the artistic taste of Boston, confessedly the most difficult to suit in the country.

The recent improvement in real estate has caused many houses to be erected on our beautiful West End avenues, and Messrs. Bigelow, Kennard & Co. have furnished many of them with all the articles of utility and ornament that their business supplies.

A glance through their store reveals a choice collection of goods from the noted manufactories of Europe and America, and, whether for household use or adornment of dwelling or person, the most exacting taste or the poorest purse can be satisfied.

Strangers, whether intending to purchase or not, are always welcome, and a stroll through their warerooms will excite admiration in any one with an eye for the beautiful.

MOSELEY AND CO.

The leading retail boot and shoe house in Boston is that of Moseley & Co., whose fine store and workshops are at 469 Washington Street. The members of the firm are Thos. E. Moseley and Geo. S. Merrill. This house is one of the oldest in the city, having been established in 1847. They at all times carry a large stock and great variety of American goods in fine and medium grades, particular attention being given to *hand-sewed work* of their own manufacture. They also import a great variety of English and French goods, and were the first to introduce the celebrated "Waukenphast" boots and shoes, manufactured by Waukenphast & Co., of London, England.

Making a specialty of first-class goods, Messrs. Moseley & Co. have established a reputation and a trade which is not by any means local, for orders are received by them from all parts of the country.

SWAIN, EARLE AND CO., WHOLESALE GROCERS.

Probably no firm or corporation in New England, connected in any way with the grocery trade, is doing so extended and yet systematic a business under one roof as are Swain, Earle & Co. The members of the firm are T. S. Swain, E. B. Earle, and F. D. Maynard. The massive stone building in which their business is conducted is numbered 63 and 65 Commercial Street, and extends through to 5 and 7 Mercantile Street, and they occupy the entire *seven* floors. They have steam, water, and gas on every floor, and an elevator running from basement to the upper floor. The latter (or seventh) floor is devoted to the roasting and grinding of coffee. Here they have the most modern improvements, and in the preparation of the coffee for the market only skilled workmen are employed, of long experience, notably one of over twenty years' constant life in the coffee-room. They report that their sales of coffees alone have averaged for some months over fifty tons per month.

The next floor below is occupied with the manufacturing and packing of spices, cream tartar, and mustard. Here the crude spices are ground and put up in small packages suitable for the retail trade, which are in turn put up by the dozens or gross, in boxes made for the purpose. Here we can see in bulk the ginger, cassia, pepper, cloves, pimento, etc., as imported, or being ground, or after it is ready for packing. They positively assert that every package of spice or cream tartar, labelled by them with their name, is



SWAIN, EARLE AND CO., GROCERS.

strictly pure. Their manufacturing departments are always open to the visits of their customers.

The fourth and fifth floors are filled with the immense variety of manufactured and imported groceries, as is also the main or store floor. The first floor above the street is given up to the office and salesroom, where they have samples spread over many tables. The basement contains their two large steam-boilers, large stock of pickles and other heavy goods.

Swain, Earle & Co. are sole importers to the United States of Manby's celebrated English washing crystal, which probably has by far the largest sale of anything of the kind in the world. They are also New England agents for Lautz Brothers & Co.'s fine laundry soaps.

JOSEPH COMER, READY-MADE CLOTHING.

Thirty years has marked great changes and progress in the clothing business of the United States, especially in Boston. In 1850, all the large clothing houses of Boston were centred on Ann Street, now North, and there such men as Andrew Carney and John Simmons made themselves millionnaires, and thereby, at the close of their lives, were enabled to bestow such magnificent charities. The former gave \$300,000 in current charities within three years of his death, and finally endowed Carney Hospital at South Boston. The latter left \$1,000,000 for the purpose of erecting a female educational institution to be known as the Simmons Female College.

The business of manufacturing, from being originally confined to Boston and New York, has gradually extended to every city of any size in the Union; and there are now many houses that make a specialty of a single garment. There are 100,000 people employed in the clothing business in Boston, and \$10,000,000 in capital invested.

The clothing store of Joseph Comer, long and familiarly known as the "Blue Store," shown in our cuts, stands on the site of a store occupied by Thomas Randall, a clothier, a hundred years ago. It is rarely that a building has continued so long in the very heart of business, or has paid a better return on the original investment. It has been a famous location for more than a hundred years, and has had as occupants a long line of successful merchants.

A thoroughly progressive and representative ready-made clothing establishment is that of Mr. Comer's, at Nos. 150 to 164 Washington Street, corner of New Devonshire, of which we present two views, an interior and an exterior.

Mr. Comer has been identified with the clothing business of Boston since 1848, and has gained a most enviable reputation for fair dealing and business integrity; so much so, that he has several large estates to manage, and is frequently called upon as a real estate expert, and, consequently, is well known in monetary and financial circles. His store is one of the best located in Boston, and he has a large and rapidly-increasing business, which of late has necessitated the enlarging of his establishment. The store front now presents a continuous succession of plate-glass windows admitting a flood of light from the north.

A BOSTON INSTITUTION.

Among the curious things that a stranger will observe about Boston, is the great number of bicycles, especially at early morning and late afternoon, in the suburbs. In the fall of 1877, Col. Albert A. Pope, a Boston merchant, turned his attention to the importation, and afterwards to the manufacture, of bicycles, and is one of the creators of new industries of which Boston boasts so many. The Columbia bicycles now spin through every State in this country, and in several other countries; and the principal warerooms and offices of the manufacturers (the Pope Manufacturing Company) may be visited with pleasure at the marble front building, 597 to 601 Washington Street, where all varieties of bicycles, tricycles, triocycles, and other modern vehicles, are to be seen and tried. The environs of Boston may be most agreeably visited "on wheel" by those accustomed to its use.

THE PHOTO-ELECTROTYPE ENGRAVING AND MANUFACTURING COMPANY.

This company was incorporated and organized in 1877, acting under the patents called the "Mumler Process," for the production of electrotype cuts of all kinds and descriptions, occupying the spacious apartments Nos. 61 and 63 Oliver Street, near Franklin, comprising three large and extensive floors the full length of the building. This estab-

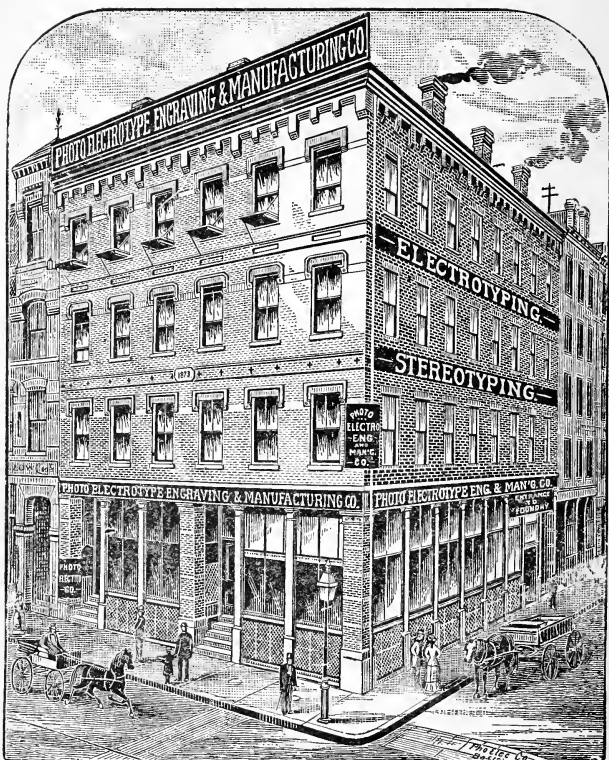


PHOTO-ELECTROTYPE CO., 63 OLIVER STREET.

lishment includes among its different departments a large artists' room, photograph gallery, gelatine room, foundry and finishing room, each under its separate head of departments.

The electrotypes furnished by this company are not only suitable to print an ordinary label or bill-heading, but the most elaborate or delicate cut steel engraving, public buildings, stores, private residences, churches, intricate machinery and autograph letters, being an exact and truthful copy of the original photograph, drawing, or specimen steel engraving submitted to them. They have also on hand the largest stock of miscellaneous electrotype cuts in the State.

Very few realize what an important discovery this is of Mr. W. H. Mumler's, a native of this city and the treasurer of the company, viz., the production of a relief-plate by photography on a piece of sensitive gelatine suitable to make an electrotype cut from, which any printer can use on an ordinary printing-press, while at the same time do away with the tedious and expensive work of the wood engraver; for by the Mumler process as much work can be done in half an hour of actual labor as would require a week to accomplish by the usual method of hand-engraving; and the quality of the work will compare favorably with steel, copper-plate, lithograph, or wood engraving, and at a wonderful difference in the cost. The result of this invention has been a great success, and the practicability fully demonstrated; for the company, during its four years of manufacturing, have been eminently successful, the stock paying a dividend of twenty per cent. per annum on the capital stock of \$100,000. The stock is non-assessable, and its par value is \$100 per share. A visit to this establishment is interesting, entertaining and instructive.

FOREIGN AND AMERICAN CLOCKS.

New England has been for generations the recognized headquarters of the American clock trade. Clock manufacturing proper is not so extensively carried on in Boston as it is in some of the neighboring States and towns, the whole-

sale trade being chiefly centred here. Among others who are doing a large trade in this line is Mr. Nelson H. Brown, who carries on business as a wholesale dealer in foreign and American clocks and clock materials, at No. 75 Hawley Street, between Franklin and Summer Streets. He has been in business at the above location for about four years, and has established a very large and important trade. The stock carried is really excellent, and is certainly not to be equalled in Boston or anywhere else in the New England States. French marble clocks are shown in great variety, of really wonderful beauty, and the best productions of the best makers the world over also find a place. It may be added that he keeps on hand a fine stock of bronzes of choice and artistic character.

F. GELDOWSKY FURNITURE COMPANY

Their manufactory is located on Otis Street, East Cambridge, and at the present time are doing the most extensive Wholesale and Retail Furniture business in this country, employing some two hundred and fifty men, selling their goods not only throughout the United States, but have a large export demand, making shipments to Great Britain, South America and Australia. Although their business is principally wholesale, still their retail department is quite an important branch, occupying two entire floors 150 x 40 feet each, for the display of samples of their manufacture, where may be seen a large stock of General Domestic Furniture in Old English, Japanese, Jacobean, Renaissance, and Louis XIV. styles, in Walnut, Mahogany, Amaranth, Rosewood, Cherry, Maple, Oak, and Ash, well made, and of high-class artistic work. A visit to this establishment is very easily made from Scollay Square, taking the East Cambridge cars, which leave every five minutes, passing within a short distance of the manufactory.

BOSTON CHAIR MANUFACTURING COMPANY

have their office and salesroom at No. 86 Washington Street, in "Wildes' Block." They manufacture all kinds

and descriptions of Wood and Cane-seat Chairs, for shipment or domestic trade. This company was organized in 1880, with a large capital, purchased the extensive works at Ashburnham, in Worcester County, Mass., and, with the addition of new and improved machinery, have increased its already large facilities to such an extent that this company represents one of the largest manufactories of chairs in the United States. Wholesale dealers will find it to their advantage to call at their salesroom and examine samples of manufacture.

RUSSELL PAPER COMPANY.

Some thirty years ago Mr. Wm. Russell started the manufacture of paper in a small way in the town of Exeter, N. H., and with close economy and good management established a lucrative business. In a short time his son, Mr. W. A. Russell, was admitted as a partner, under the style and firm of William Russell & Son, and the business transferred to the city of Lawrence, Mass., where mills were erected, and the company incorporated in 1864 as the Russell Paper Company. Then the Winnipisiogee Paper Company of Franklin, N. H., was incorporated in 1870, and in 1875 the Fall Mountain Paper Company, of Bellows Falls, Vt., all under the one management of William A. Russell. This corporation manufacture about fifty tons per day, including flat cap, book, blotting, double manila, card, middles, etc.; also are the largest newspaper manufacturers in this country, using all the latest improvements in machinery, and employing about a thousand hands. Much credit is due to the Hon. W. A. Russell for his indomitable perseverance and energy in establishing this important branch of business upon so substantial and successful a basis.

L. A. ELLIOT AND CO.,

Nos. 538 and 594 Washington Street, have, probably, the largest variety of pictures to be found in any store in Boston. Mr. L. A. Elliot, who carried on the print-selling business for

twenty-five years, made his house a leading one in its line. His son, who succeeds him, will endeavor to retain the position won by him. At No. 538 all new prints will be kept in stock, as well as older issues of standard value. At No. 594, the old stand, the surplus stock will be sold at prices often much below cost, as long as the demand warrants. Orders for frames will be received at either store.

J. R. LEESON AND CO.

For many years the flax mills of Messrs. Finlayson, Bousfield & Co., at Johnstone, Scotland, have held a market not only in Great Britain, but in Continental Europe, for a superior "linen thread"; their mills employing 3,000 operatives. Messrs. Leeson & Co., the well-known Boston commission house, accepting the American agency of these threads, have built up an enormous business on their sales, to such an extent as to necessitate the transferring at least a department of this Scotch industry to America. After about a year's examination of various localities, the "New-England Village properties," at Grafton Station, on the Boston and Albany Railroad, was purchased by Messrs. Finlayson, Bousfield & Co., to the extent of 23 acres, with two mills and privileges, twelve dwelling-houses, and other valuable buildings, besides bringing from, their own country and setting up a complete outfit of modern machinery, and also a supply of the most experienced help from their Johnstone Mills in Scotland. The first arrival of operatives was in Boston, May 17th, 1880. The quality of the threads already manufactured at Grafton is equal, in every respect, to the high character which marks the production of the parent establishment

XIII. — Steam Railroads.

BOSTON AND LOWELL RAILROAD.

The Boston & Lowell R. R. is the gateway for the leading railroads of New Hampshire and Vermont; through cars from the West and Canada, *via* the Central Vt. and Montreal & Boston Air Lines, reaching tide water *via* this road. The Nashua & Lowell R. R., and its branches, is leased by this corporation, and the total mileage is now one hundred and thirty-eight.

This company has a very handsome depot situated on Causeway Street, very near to the Eastern & Fitchburg; it is 700 feet long, with a frontage of 205 feet, but its main feature is the great arch of the train house, which has a clear span of 120 feet without any central support. The accommodations for passengers are very convenient and elegantly fitted up. In the centre of the depot is a magnificent and lofty marble paved hall, finished in hard wood; out of this opens the ladies' and gent's waiting rooms, restaurants, barber shop, bundle room, etc., etc. This station was built with a view to a larger and more extensive business than that of their own road, only twenty-six miles long, and in it other roads will, ere long, find train accommodations.

The officers of the company are:—J. G. Abbott, President; C. E. A. Bartlett, Manager; C. S. Mellen, Assistant Manager; J. F. Crockett, M. T. & R.; B. F. Kendrick, General Ticket Agent; J. S. Lincoln, General Freight Agent.

Theatre trains leave the Boston station of the Boston and Lowell R. R. for East Cambridge, Milk Row, Winter Hill, Somerville, North Somerville, College Hill, Medford Hillside, West Medford, Mystic, Winchester and Woburn every night at 9.30 P. M. and 11.20 P. M.

BOSTON AND ALBANY RAILROAD,

situated on Beach Street, opposite the United States Hotel, a plain structure of brick occupying the entire square. But the company are now building an elegant depot on the street back of it—Kneeland Street—which is nearly finished, and will probably be ready for occupancy by the first of September. This is one of the most important railroads leading out of Boston, as it exceeds all the others not only in length, but in the amount of business done, both in passengers and freight. In the latter particularly it takes the lead, being the favored line for freight from the West, although others of our railroads have connections with the South and West. This road has the greater part of the land travel to New York and the South, as well as to Albany and the West. This company also owns and operates the Grand Junction Railroad, with its extensive wharves at East Boston, thereby securing deep water connection, affording ample facilities for unloading the foreign steamers and the transportation of emigrants through the city. The company also own and operate two large grain elevators, one with a capacity of 1,000,000 bushels and the other 500,000, for the purpose of supplying the city trade. The president and general manager is William Bliss, and E. Gallup is the general passenger agent. The general offices of the company are located in Boston.

Theatre trains leave the Boston Station of the Boston and Albany R. R. for Cottage Farm, Allston, Brighton, Faneuil, Newton, Newtonville, West Newton, Auburndale, Riverside, Rice's Crossing, Grantville, Wellesley, Lake Crossing, Natick and South Framingham, at 11 P. M.

THE BOSTON AND PROVIDENCE

depot, situated on the corner of Columbus Avenue and Park Square, is one of the most elegant structures of the kind in this city, with its lofty tower and illuminated clock, and is acknowledged to be one of the finest depots in the world, with a length of 850 feet and a train-house of 600 feet long and 130 wide, covering five tracks and three platforms. In

the centre of the depot is a magnificent marble hall, profusely ornamented, 185 feet long, 44 broad and 80 high, having a fine gallery around the hall at a height of 21 feet, leading to the offices of the company. The portion assigned for the accommodation of passengers through this hall consist of large and cheerful waiting rooms, dining, smoking, reading and billiard rooms, also a barber's shop and wash room, all fitted up in the best style, equalled only by our first-class hotels. The offices of the company are on the second floor. The cost of this station was \$800,000.

Although the second railroad opened from Boston, it has from the start been one of the most successful, having a length of road of only forty-four miles, with branches and leased lines of about twenty-two miles, leading to Dedham, Stoughton, North Attleboro' and East Providence. The depots along the line are nearly new, with one or two exceptions. Locomotives and cars of the newest and most approved patterns, embracing all the modern improvements and safeguards. Passenger trains daily to Providence; three daily trains to New York *via* Shore Line, and two steamboat trains, *via* Stonington. The famous 1 P. M. Shore Line train for New York makes the run to Providence, without stop, in one hour. The president is Henry A. Whitney, and the superintendent Albert A. Folsom.

Theatre trains leave the Boston Station of the Boston and Providence R. R., for Roxbury, Boylston, Jamaica Plain, Forest Hills, Mount Hope, Clarendon Hills, Hyde Park, Readville, Green Lodge, and Canton Junction, at 10.35 P. M. Mondays, Wednesdays and Fridays, at 11.15 P. M.

EASTERN RAILROAD.

The depot is situated on Causeway St., next to the Lowell depot, built of brick, and altogether too small and inadequate to do the immense business the Eastern road has built up and are now doing. Over 6,000,000 passengers have been carried over the road in a single year. By an arrangement with the Maine Central Road they have trains running through to

Bangor, Me., there making close connections with the railroad to St. John, N. B., besides an exceedingly large amount of local business to the cities and towns along the coast to Portsmouth. The main line now runs through consolidation with other roads from Boston to Portland, and from Conway Junction to North Conway, N.H., 180 miles in all, with branches of 102 miles in length, the total length of lines owned, leased and operated, being 282 miles, with a length of road in Massachusetts of 120 miles, New Hampshire 107 and Maine 53 miles. One of the favorite routes to the White Mountains is by the North Conway branch, connecting with the Portland and Ogdensburg, running through the midst of the mountains. But one of the best branches controlled by this road is the Gloucester branch, from Beverly through Beverly Farms, Manchester-by-the-Sea, Magnolia and Gloucester to Rockport. During the summer the travel along it is very large. The president is E. B. Phillips, and the master of transportation, D. W. Sanborn. General passenger agent, Lucius Tuttle.

Theatre trains leave the Boston station of the Eastern R.R. for Somerville, Everett, Chelsea, Revere, West Lynn, Market Street, Lynn, Chatham Street, Swampscott, and Salem, at 11.15 P. M.

FITCHBURG RAILROAD.

This depot is situated on Causeway Street, a short distance below the Eastern Depot; built in 1847. A large massive building of undressed granite, of curious and ancient architectural design. The interior of the station is roomy, having large and convenient waiting rooms, restaurant, news stand, baggage and parcel rooms nicely arranged with all the modern conveniences. This corporation has a lease of the Vermont and Massachusetts Railroad, extending from Fitchburg to Greenfield; paying tolls over the Troy and Greenfield and through the Hoosac Tunnel. The line of the main road to Fitchburg is 50 miles, and from Fitchburg to Greenfield 56 miles. The entire length of the road owned, leased and operated by this corporation is 173 miles. The Fitchburg Railroad passes through several im-

portant suburban towns, which give them an extensive local and through business.

The Hoosac Tunnel.—The history of Hoosac Tunnel is a very remarkable one, and would fill a large-sized volume. As early as 1825, a tunnel under Hoosac Mountain was projected, although it was not at first intended to run railway cars through it. In 1848 the first real step toward building the tunnel was begun. The towns along the line of the proposed Troy and Greenfield Railroad taxed themselves heavily for its prosecution, but in 1851 the Legislature was petitioned for aid to carry on the work. In 1855 it (the road) was mortgaged to the State for two millions of dollars, the contractors not being able to complete their undertaking. In 1852 the State foreclosed, and even as late as 1880 the matter remained unsettled, the former contractors claiming the right to certain allowances under the original agreement.

The vicissitudes of the tunnel have been many, and some of the first estimates of the cost and time required to complete it, seem ridiculous in view of the actual figures. It was at first supposed that the tunnel could be completed for \$1,948,557, and that 1,556 working days, making due allowance for accidents and possible hindrances, would be ample time in which to complete the work.

Mr. Barrett, an engineer of repute, made the following estimate: Without a shaft, the tunnel would consume sixty-three and one half years in its construction, and \$2,856,000. With two shafts, it could be built in thirty-one and one-half years, and would cost \$3,245,280; while with five shafts it could be finished in fifteen years, and cost \$3,829,200. The actual cost to the State, up to Jan. 1, 1880, was \$19,523,574.94. This includes all the money paid out by the State for construction, and for putting the tunnel in working order. The tunnel was cut through Nov. 27, 1873. The first passenger train to run through was on the 9th of February, 1875, and in the autumn of 1876 through passenger trains were run regularly.

The Hoosac Tunnel Dock and Elevator Company, in which

the Fitchburg Railroad Company are largely interested, have bought the Tudor, Hittenger's, Damon's and Gage's wharves in Charlestown, and will use them, together with the railroad wharf, for a system of docks, which they are building. The docks will be 500 feet long. The first one will be 100 feet wide, the second 110, the third 150, and the fourth 120. The piers will be widened and extended to the new harbor line, and all buildings now standing on them will be torn down and new ones erected. On each pier will be a two-story building, the upper story for storage purposes and the lower for loading and unloading steamers. A line of tracks will run the entire length of the several piers.

The land at the head of the piers will be occupied by a grain elevator, with a capacity of 600,000 bushels.

With facilities for loading or unloading eight of the largest sized ocean steamers at one time, with its railroad connection, and the fact that Boston is one day nearer Europe than New York is, the company will be in a position to do a large export business.

The Fitchburg Railroad Company, with its splendid terminal facilities, its connection with the Hoosac Tunnel Dock and Elevator Company's series of wharves, the New York Central and Hudson River and Erie Railroads, and their Western connections, places it in a situation which will enable it to successfully compete with the other trunk lines, for the constantly increasing European business, seeking Boston as a termini.

Theatre trains leave the Boston Station of the Fitchburg R. R. for Charlestown, Union Square, Somerville, Cambridge, Brick Yards, Fresh Pond, Mount Auburn, East Watertown, Union Market, Watertown, Bemis Station, Ætna Mills, Bleachery, Chemistry, and Waltham, at 11.15 P. M.

OLD COLONY RAILROAD.

The depot is located at the corner of South and Kneeland Streets, a plain building with no architectural pretensions, but within, large, roomy and very convenient, with its wait-

ing rooms and offices. This corporation controls the entire south shore of Massachusetts and Cape Cod; they also own the road and steamboats of the popular Fall River Line to New York. The main line is 177 miles in length, and with its various branches which it controls and operates, in all 475 miles of rail line, together with 225 miles of steamship routes, making in all 700 miles of land and water routes. This company also controls the Union freight railway in this city, which is simply a distributor of freight from the railways to the wharves of the city, for loading steamships and other vessels. By means of this railway, elevator and dummy engines, a steamer can be loaded in 24 hours. This company has been remarkably successful in its business from its commencement. The officers of this company are:—Chas. F. Choate, President, Boston; J. M. Washburn, Treasurer, Boston; J. R. Kendrick, Superintendent, Boston; J. H. French, Assistant Superintendent, Boston; S. A. Webber, Assistant Superintendent, Fitchburg; C. H. Nye, Assistant Superintendent, Hyannis; J. Sprague, Jr., G. P. & T. A., Boston; S. C. Putnam, General Freight Agent, Boston. General offices at the depot in Boston.

Theatre trains leave the Boston station of the Old Colony R. R. for Crescent Avenue, Savin Hill, Harrison Square, Neponset, Atlantic, Wollaston Heights, Quincy, Quincy Adams, Braintree and South Braintree, at 11.15 P. M.

BOSTON AND MAINE RAILROAD.

The depot is located in Haymarket Square, foot of New Washington Street, occupying a very prominent position on the square. The interior is cheerful and well arranged. This road has a very large local business with the towns of Malden, Melrose, Reading, Wakefield and Andover, also the cities of Lowell, Haverhill and Lawrence. In 1873 the Boston and Maine was opened to Portland, and from that time became the favorite route on account of its passing along the Maine coast, near the sea-side hotels, and its close connection at Portland with the Maine Central, Grand Trunk, and Portland and Ogdensburg railroads for the White Moun-

tains, and all Eastern points. The total mileage from Boston to Portland is 115, besides which the company operate 83 miles of branches and leased lines; while the main line passes through one of the most thickly-settled portions of New England.

Trains for the accommodation of the suburban passengers who desire to attend the theatres in the city are run every week-night as far as Reading, and two nights in the week, Wednesday and Friday, as far as Lowell and Lawrence.

The branches of the Boston and Maine R. R. are as follows: The Medford branch, which leaves the main line at Medford Junction, and runs to Medford, Mass., once noted for its ship-building, distance from Boston 5 1-4 miles. The Newburyport branch, which leaves the main line at Wakefield Junction, 9 1-2 miles from Boston, and passes through the towns of Wakefield, Lynnfield, Danvers, Topsfield and Georgetown, to Newburyport, distance from Boston 40 miles. The Lowell and Andover branch, which leaves the main line at Lowell Junction, and runs to Lowell, Mass., a city of 40,000 inhabitants, 28 miles from Boston, and is noted for its manufacturing interests, the most prominent of which are cotton and woollen goods, and mill machinery. Lawrence, Mass., 26 miles from Boston, on the main line, is also a large manufacturing city, and contains the largest cotton mill in the world. At Bradford, Mass., a branch leaves the main line for Georgetown, distance 6 miles, where it connects with the Newburyport branch. At Newton Junction, N. H., a branch runs to Merrimack, Mass., where pleasure carriages of all descriptions are manufactured.

At Dover, N. H., a branch runs to Alton Bay, on the shore of Lake Winnipiseogee, and there connects with a fine steamer, owned by this railroad, for Wolfeboro' and Centre Harbor, both places being favorite summer resorts. The main line of the Boston and Maine, running, as it does, so near the Maine coast east of Dover, N. H., that the famous beaches at Wells, Kennebunkport, Old Orchard, Pine Point,

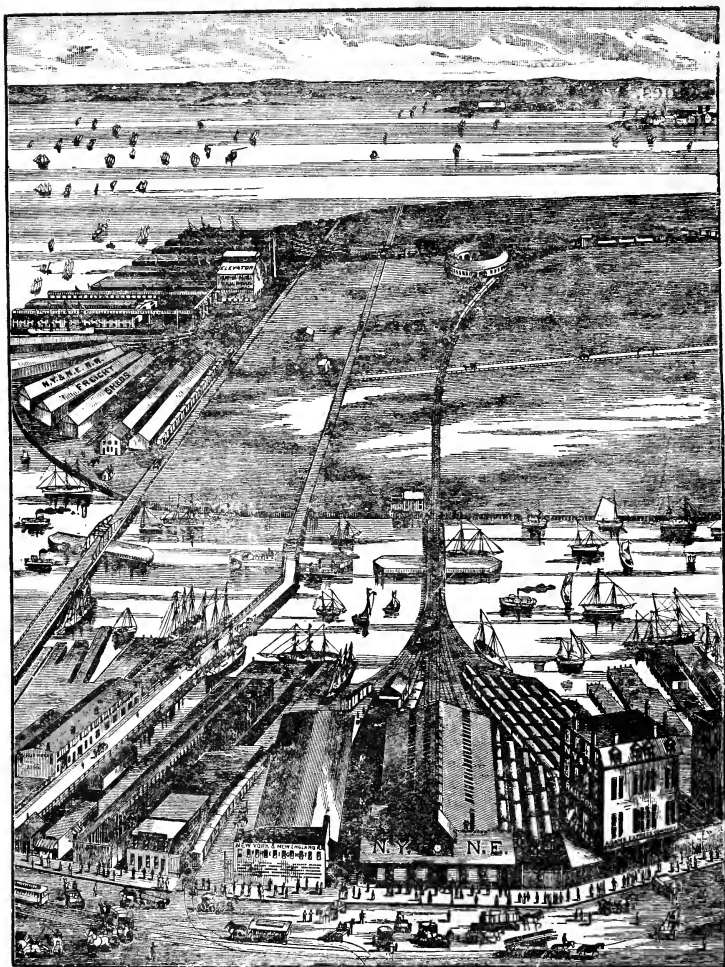
and Scarboro' are most easily reached by this line. At Old Orchard a beach railroad runs along the beach, within a short distance of the surf, to Camp Ellis, a distance of four miles, and there connects with a fine new steamer, running on the Saco River, for Biddeford Pool, one of the most delightful resorts on the entire coast. At Portland, besides the railroad connections, steamers run almost daily to and from Mt. Desert, St. John, N. B., and Halifax, N. S., and all Eastern points connecting with the through trains.

NEW YORK AND NEW ENGLAND RAILROAD.

This depot is located at the foot of Summer Street, on Atlantic Avenue. The corporation owning and operating a line of railroad and steamboats, aggregating 500 miles, also control an independent Sound line of steamers to New York, through the leases of the Norwich and Worcester Railroad from Worcester to Allyn's Point. By means of the transfer steamer "Maryland," running between Harlem River and Jersey City, a sleeping-car is run through to Washington, D. C., from this depot every day. Freight is transported also without breaking bulk by the "Maryland," and by connection with the Pennsylvania Railroad at Jersey City, a large amount of through Western business is done over this road. A large business of the road is operating the line from Boston and Providence, through Hartford to Fishkill on the Hudson River; from Brookline, Mass., to Woonsocket, R. I.; and branches to Southbridge, Rockville and Dedham.

The officers of the company are—James H. Wilson, President; O. M. Shepard, Superintendent of Transportation; A. C. Kendall, General Passenger Agent.

Theatre trains leave the Boston station of the New York and New England R. R. for Dudley Street, Bird Street, Mt. Bowdoin, Harvard Street, Dorchester; Mattapan, River Street, Hyde Park, Readville, Oakdale, Elmwood, Islington, Ellis's, Norwood and Norwood Central, at 10.00 and 11.15, P.M.



BIRD'S-EYE VIEW OF THE SOUTH BOSTON FLATS, AND N. Y. AND N. E.
RAILROAD.

THE BOSTON, REVERE BEACH AND LYNN RAILROAD.

The depot is situated at the foot of High Street, on Atlantic Avenue. Passengers take the ferries to East Boston, there to connect with the narrow gauge railroad to Lynn, along the Revere beach, which is nearly five miles long. Trains run hourly during the day and evening, carrying a large number of passengers during the summer season. The Boston, Winthrop and Point Shirley road connects with this road at Winthrop Junction. Edwin Walden is president, J. G. Webster treasurer, and E. H. Whorf superintendent.

XIV.—Miscellaneous.

BOSTON POST OFFICE.

Devonshire Street, between Water and Milk.

DAILY MAIL ARRANGEMENT—MAILS CLOSE:

Southern, 8 A. M., 12 M., 3, 5, and 9.30 P. M.; Albany, and on the route, 7.30 A. M., 2, 5 P. M.; Western, 7.30 A. M., 5 P. M.; Cape Cod, 7.30 A. M., 3.30 P. M.; Northern mail, 7.30, 11 A. M., 6 P. M.; Foreign mail, *via* New York, day previous to sailing, 7 P. M.; Eastern, 6.30 A. M., 2.30, 6 P. M.

WHEN DUE.

Southern, 6.20, 8 A. M., 1.15, 4.20, 8.05 P. M.; Eastern, 6.30 A. M.; 1.15, 5.30, 8 P. M.; Albany, 9.20 A. M., 2.40, 9.45 P. M.; Northern, 8.30 A. M., 6.25 P. M.; Western, 9.05 A. M.; 2.45, 9.30 P. M.; Cape Cod, 10.28 A. M., 7.18 P. M.

CANADA MAILS.

Montreal, Canada East, close 7.30 A. M., 6 P. M.; due, 8.30 A. M., 6.25 P. M. West, 2 P. M.; due, 9.30 A. M., 2.40 P. M.

SUNDAY MAILS.

A mail is made up on Sunday for Worcester, Springfield, Connecticut and Rhode Island, New York City and the South, and closes at 9.30 P. M.

MAILS FOR NEWFOUNDLAND.

POST OFFICE, BOSTON, MASS., May 23, 1881.

Hereafter a *daily* mail for Newfoundland, closing at 6 P. M., will be despatched from this office by rail to Halifax, N. S., to be forwarded thence to destination by every opportunity.

All correspondence not *especially addressed*, to be forwarded by steamer from Boston or New York, *via* Halifax, will be despatched by the daily mail above referred to.

E. S. TOBEY,

Postmaster.

MONEY ORDERS,

for any amount not exceeding \$50, will be issued on deposits at this office, on payment of the following fees: On orders not exceeding \$15, 10 cents; over \$15, and not exceeding \$30, 15 cents; over \$30, and not exceeding \$40, 20 cents; over \$40, and not exceeding \$50, 25 cents. Hours from 10 A. M. to 4 P. M. Money orders are issued from all the stations except Mattapan and North Cambridge. Money orders issued on the United Kingdom, Ireland, Germany and Switzerland. Rates, 25 cents for every \$10.

COLLECTION AND CARRIERS' DELIVERY.

Letters collected from the street boxes at the hours marked upon them, viz.: 9, 12, 3, 6.30, 9. In the business part of the city, collected hourly. Collected from boxes at Station A, Roxbury, also from red boxes at the hours named on them.

SUNDAYS. — Letters collected from all boxes at 6 and 9 P. M.

MIDNIGHT BOXES. — Old State House, Cambridge car station, corner Tremont Row and Pemberton Square, corner Tremont Street and Montgomery Place, and Old South Church.

Letters delivered by carriers, 8, 11 A. M., 2.40, 4.40 P. M.

Extra delivery, in the business part of the city only, at 10 A. M. and 1 P. M.

RATES OF POSTAGE IN THE UNITED STATES AND TO THE BRITISH NORTH AMERICAN PROVINCES.

Letters in the U. S. per $\frac{1}{2}$ oz. (fractions same) 3 cts.; must be prepaid by postage-stamps. Letters dropped for delivery only, 2 cts. per $\frac{1}{2}$ oz. Must be prepaid by stamps. To or from the Dominion of Canada, Prince Edward's Island and Cape Breton, 3 cts. per $\frac{1}{2}$ oz., prepayment required; Newfoundland, 5 cts., prepayment optional.

REGISTERED LETTERS, 10 cts. each, in addition to regular letter postage.

POSTAL CARDS, 1 ct. each. CIRCULARS, 1 ct. for 2 ounces, or fraction thereof.

Transient newspapers, periodicals, or any other article of printed matter, 1 ct. for 2 ounces or fraction, prepaid by stamps. Newspapers and periodicals to regular subscribers, 2 cts. a lb. Regular matter for local delivery, when delivered by carriers, can only be mailed for 1 ct. each for newspapers (except weeklies) and peri-

odicals not exceeding 2 ounces; 2 cts. each for periodicals weighing more than 2 ounces.

PARCEL POSTAGE.—All articles of merchandise (except liquids, poisons, explosive materials, etc., liable to injure the mails), 1 ct. for every oz., not exceeding 4 lbs. Packages to Canada are limited to 8 ounces, and must be *bona fide* samples of goods on hand to be sold from. Postage, 10 cts. per package.

SAVINGS BANKS IN BOSTON.

LOCATION, AND HOURS FOR RECEIVING DEPOSITS AND MAKING PAYMENTS.

Boston Five Cents Savings Bank, 38 School Street. Open for deposits from 9 A. M. to 2 P. M., and on Saturdays 9 A. M. to 2 P. M., 3 to 5, and 6 to 8 P. M. Money paid from 10 A. M. to 1 P. M. daily.

Boston Penny Savings Bank, 1371 Washington Street. Open for deposits from 9 A. M. to 3 P. M. Saturdays 9 A. M. to 3 P. M., and 5 to 8 P. M. Money paid from 10 A. M. to 1 P. M. daily.

Dorchester Savings Bank, Harrison Square, Ward 16. Open from 8½ A. M. to 1 P. M., and 4 to 7 P. M. daily.

Elliot Five Cents Savings Bank, 114 Dudley Street. Open from 8 A. M. to 4 P. M. daily.

Emigrant Savings Bank, 590 Washington Street. Open for deposits 9 A. M. to 3 P. M. daily; also on Saturdays 5 to 8 P. M. Money paid from 10 A. M. to 1 P. M. daily.

Franklin Savings Bank, 20 Boylston Street. Open for deposits and payments 9 A. M. to 2 P. M. daily; also, 3 to 5 P. M. on Saturdays.

Home Savings Bank, corner Tremont and Boylston Streets. Open for deposits from 9 A. M. to 2 P. M. daily, and 9 A. M. to 8 P. M. on Saturdays. Money paid from 10 A. M. to 1 P. M. daily.

Institution for Savings in Roxbury and vicinity, 2343 Washington Street.

Mercantile Savings Institution, 387 Washington Street. Open for deposits and to pay money from 9 A. M. to 3 P. M. daily.

North End Savings Bank, 57 Court Street. Open for deposits 9 A. M. to 2 P. M. daily. Money paid from 10 A. M. to 1 P. M. daily.

Provident Institution for Savings, 36 Temple Place. Open for deposits and money paid from 9 A. M. to 2 P. M. daily.

Suffolk Savings Bank for Seamen and others, 47 and 49 Tremont Street. Open for deposits and payments from 9 A. M. to 2 P. M. daily.

Union Institution for Savings, 37 Bedford Street. Open for deposits and payments from 9 A. M. to 3 P. M.; also 5 to 8 P. M. on Saturdays for deposits only.

Warren Institution for Savings, 25 Main Street. Open from 9 A. M. to 1 P. M. daily; also Wednesdays and Saturdays from 3½ to 4½ P. M.

West Boston Savings Bank, corner of Cambridge and Staniford Streets.

SOLDIERS' MESSENGER CORPS,

For the delivery of Messages, Letters, Small Packages, Circulars, etc., in Boston and immediate vicinity. D. O. Balcom, Superintendent, office 34 Pemberton Square.

STATIONS.

- 1 Pemberton Square.
- 2 Corner of Water and Washington Streets
- 3 Scollay Square.
- 4 Union Park and Concord Square.
- 5 Merchants Row, corner of State Street.
- 6 Milk, corner Washington Street.
- 7 Corner of Summer and Washington Streets.
- 8 Boston and Albany depot.
- 9 Boston and Providence depot.
- 10 Old State House, corner Washington and State Streets.
- 11 Corner of Winter and Tremont Streets.
- 12 Front Merchants Bank, 28 State Street.
- 13 Front Boylston Market, Washington Street.
- 14 Corner of Charles and Chestnut Streets.
- 15 Athenæum, 12 and 14 Beacon Street.

- 16 Corner of Arlington and Beacon Streets.
- 17 Congress Street, corner Post Office Square.
- 18 Liberty Square.
- 19 Opposite Horticultural Building, 100 Tremont Street.
- 20 Corner Devonshire and Milk Streets.
- 21 Lowell and Eastern depots.
- 22 State House.
- 23 Front of Merchants Exchange, State Street.
- 24 Front of Parker House, on School Street.

TARIFF.

To any point in Boston, north of Dover Street and east of Berkeley Street, 15 cents; to any point in Boston, north of Dover Street and east of Berkeley Street, with return letter or parcel, 25 cents; to any point in Boston south of Dover Street (old city limits) and west of Berkeley Street, 20 cents; to any point in Boston, south of Dover Street (old city limits), and west of Berkeley Street, with return letter or parcel, 30 cents; to East or South Boston, Charlestown, Cambridge, Highlands, or any point out of Boston proper, per hour, 25 cents.

Circulars delivered according to agreement with the superintendent. Extra messengers, to be paid by the day or week, may be had at the superintendent's office at any time. Complaints from any cause whatever, made to the superintendent, at his office, 43 Pemberton Square, will secure prompt attention.

HACK FARES.

OLD PORTION OF CITY AND ROXBURY.

For one adult passenger, from one place to another within the old portion of the city (except as hereinafter provided), or from one place to another within the limits of East Boston, or from one place to another within the limits of South Boston, or from one place to another within the limits of Roxbury, the fare shall be 50 cents, and for every additional adult passenger 50 cents.

For one adult passenger, from any point within the old portion of the city south of Dover Street and west of Berkeley Street, to any place north of State, Court and Cambridge Streets, or from any place north of State, Court and Cambridge Streets, to any

place south of Dover Street and west of Berkeley Street, the fare shall be \$1, and for two or more passengers, 50 cents each.

For one adult passenger, from any place in the city proper north of Essex and Boylston Streets, to any place in Roxbury north of Dudley Street and that portion of Roxbury Street between Eliot Square and Pynchon Street, and east of Tremont Street from the Providence Railroad crossing and the Brookline line, the fare shall be \$2; for two passengers, \$1 each; for three passengers or more, 75 cents each.

For one adult passenger, from any place in the old portion of the city south of Essex and Boylston Streets, and north of Dover and Berkeley Streets, to any place in Roxbury; or from any place in Roxbury to any place in the old portion of the city south of Essex and Boylston Streets, and north of Dover and Berkeley Streets, the fare shall be \$1.50; for two passengers, 87 cents each; for three passengers, 75 cents each; for four passengers, 62½ cents each.

For one adult passenger, from any place in the old portion of the city south of Dover and Berkeley Streets, to any place in Roxbury, or from any place in Roxbury to any place in the old portion of the city south of Dover and Berkeley Streets, the fare shall be \$1; for two passengers, 75 cents each; for three or more passengers, 50 cents each.

For one adult passenger, from any point in the old portion of the city north of Boylston and Essex Streets, to any point in Roxbury south of Dudley Street and that portion of Roxbury Street between Eliot Square and Pynchon Street, and west of Tremont Street from the Providence Railroad crossing and Brookline line, the fare shall be \$2.50; for two passengers, \$1.25 each; for three passengers, \$1 each; for four passengers, 75 cents each.

SOUTH AND EAST BOSTON.

For carrying one adult passenger from any part of the old portion of the city to either South Boston or East Boston, or from South Boston or East Boston to the old portion of the city, the fare shall be \$1; for two or more such passengers between such points, 75 cents each.

DORCHESTER.

For carrying one adult passenger from one place to another within the limits of Dorchester, the fare shall be \$1; and for two or more passengers the fare shall be 50 cents each.

For one adult passenger, from any point in Dorchester north of Centre Street, to any point in the old portion of the city south of Summer Street and Beacon Street, the fare shall be \$2.50; for two passengers, \$1.50 each; for three passengers, \$1 each; for four passengers, 75 cents each.

For one adult passenger, from any point in Dorchester north of Centre Street to any point in the old portion of the city north of Summer Street and Beacon Street, the fare shall be \$3; for two passengers, \$1.75 each; for three passengers, \$1.25 each; for four passengers, \$1 each.

For one adult passenger, from any point in Dorchester south of Centre Street to any point in the old portion of the city south of Summer Street and Beacon Street, the fare shall be \$3; for two passengers, \$1.75 each; for three passengers, \$1.25 each; for four passengers, \$1 each.

For one adult passenger, from any point in Dorchester south of Centre Street to any point in the old portion of the city north of Summer and Beacon Streets, the fare shall be \$4; for two passengers, \$2.25 each; for three passengers, \$1.62 each; for four passengers, \$1.25 each.

 TELEGRAPH OFFICES.

Principal Office, 109 State Street. (Open all night.)

BRANCH OFFICES.—WESTERN UNION.

Boston Post Office.	Hotel Dartmouth (Highlands).
East Boston Post Office.	Hotel Brunswick.
South Boston Post Office.	Boston and Maine Depot.
Station A (P. O.), South End.	Boston and Albany Depot.
Old State House.	Boston and Providence Depot.
St. James Hotel.	Old Colony Depot.
American House.	Fitchburg Depot.
Parker House.	Boston and Lowell Depot.

Revere House.	Eastern Depot.
Tremont House.	N. York and N. England Depot.
Clarendon Hotel.	Board of Trade Rooms.
United States Hotel.	23 Commercial Wharf.
International Hotel.	204 Congress Street.
Quincy House.	State House.
Crawford House.	
Shoe and Leather Exchange. (Corner Summer and Bedford Streets.)	

ATLANTIC AND PACIFIC.

Principal Office, Equitable Building. (Open all night.)
 Branch Offices, 66 Chauncy Street, 110 High Street, 18 Commercial Street.

AMERICAN UNION.

Traveller Building, 31 State Street. (Always open.)	Corner Summer and Chauncy Streets. (Closes 6 P. M.)
204 Congress Street.	Corner Merchants Row and S. Market Street. (Closes 6 P. M.)
Commercial Wharf. (Closes 6 P. M.)	Adams House. (Closes 9 P. M.)

AMERICAN CABLE COMPANY.

30 Equitable Building.

AMERICAN RAPID TRANSIT.

44 Devonshire Street.	105 Summer Street.
29½ State Street.	7 Merchants Row.
Commercial Wharf.	1615 Washington Street.

U. S. SIGNAL SERVICE.—Equitable Building, Boston.

Seven observations are made daily, of pressure, temperature, moisture; wind, direction and velocity; clouds, amount and direction; rain, snow, etc.

Warnings of approaching storms are made from the staff on Equitable Building. The Cautionary Signal is a red flag with black square in the centre, by day, or a red light by night; and calls for caution in view of a coming storm, or winds blowing from any direction.

STEAMERS.

FOR LIVERPOOL.—Cunard Line, Cunard Wharf, East Boston, every Saturday, P. H. Du Vernet, Agent, 99 State Street. Allan Line, every Thursday, *via* Halifax, and for Glasgow direct every Friday, H. & A. Allan, 80 State Street, Agents. Liverpool and Boston Line, Warren & Co. Agents, 18 Post Office Square. Leyland Line, Thayer & Lincoln, Agents, 114 State Street. Baring Line, J. H. Sears & Co., Agents, 92 State Street.

FOR LONDON.—Anchor Line, every fortnight, and also for Glasgow direct, office, 103 State Street.

FOR HALIFAX, DIRECT.—See daily papers. Wm. H. Ring, Agent, T Wharf.

FOR PORTLAND.—Steamers John Brooks and Forest City leave India Wharf, Boston, every evening (Sundays excepted), at 7 o'clock; leave Portland for Boston every evening (Sundays excepted), at 7 o'clock, connecting, on arrival, with the earliest trains on all diverging lines. William Weeks, Agent.

FOR NEW YORK, METROPOLITAN S. S. Co.—Steamers Neptune, and Glaucus, Monday, Wednesday and Saturday, 5 P. M., H. M. Whitney, Agent, 54 Central Wharf.

FOR NORFOLK, BALTIMORE AND WASHINGTON.—Steamers Wm. Crane, Johns Hopkins and D. H. Miller, Wednesday and Saturday, E. Sampson, Agent, 53 Central Wharf.

FOR SAVANNAH.—Steamers Seminole and Worcester, W. H. Ring, Agent, 18 T Wharf.

FOR PHILADELPHIA.—Steamers, Wednesday and Saturday, end of Long Wharf, at 3 P. M., E. B. Sampson, Agent, 70 Long Wharf. Clyde's Line, every Wednesday and Saturday; freight shipped daily *via* O. C. R. R., D. D. Mink, Agent, 196 Washington Street.

FOR YARMOUTH, N. S., AND ST. JOHN, N. B.—Steamer Dominion, Tuesday, 12 o'clock, Lewis Wharf, J. G. Hall & Co., Agents, 64 Chatham Street.

FOR EASTPORT AND CALAIS, ME., ST. JOHN, N. B., DIGBY, WINDSOR, AND HALIFAX, N. S., and CHARLOTTETOWN, P. E. I.—Steamers New Brunswick and Falmouth, Monday and Thursday, W. H. Kilby, Agent, Commercial Wharf.

FOR BANGOR, VIA ROCKLAND, CAMDEN, ETC.—Every Monday, Wednesday and Friday, touching at Rockland, Camden, Belfast,

Searsport, Bucksport, Winterport and Hamden, leave Lincoln's wharf, foot of Battery Street, at 5 o'clock P. M. Horse-cars to all parts of Boston to and from Lincoln's wharf every seven minutes. James Littlefield, Agent.

EXCURSION steamers leave Rowe's wharf for Hull, Hingham, Downer's Landing, Nantasket Beach, Long Island and Lovell's Grove.

COACHES.

CITIZENS' LINE OF COACHES

run from Northampton Street, Boston, to foot of Salem Street, Charlestown, every three minutes, from 5.45 A. M., to 9.30 P. M. Returning every three minutes, from 6.15 A. M. to 10.30 P. M.

PEOPLE'S LINE OF COACHES

run from Summer Street, Boston, to Inman Square, Cambridge, every ten minutes, from 7 A. M. to 8 P. M. Also run between head of Summer Street and Rowe's Wharf.

PEOPLE'S COACHES

run from Upham's Corner to Neponset every half hour.

BARGES leave Bowdoin Square to connect with all the harbor and excursion boats, also the Lynn and Revere Beach Railroad on Atlantic Avenue.

A. H. ALLEN,

140 Washington St., corner of Dock Square,

BOSTON.

FURNITURE,

Chairs, Carpets and Bedding,

10 PER CENT. CHEAPER

Than any other store in Boston.

A Hardware Store for a Hundred Years.

BURDITT & WILLIAMS,

Manufacturers' Agents and Dealers in

BUILDERS' HARDWARE

AND

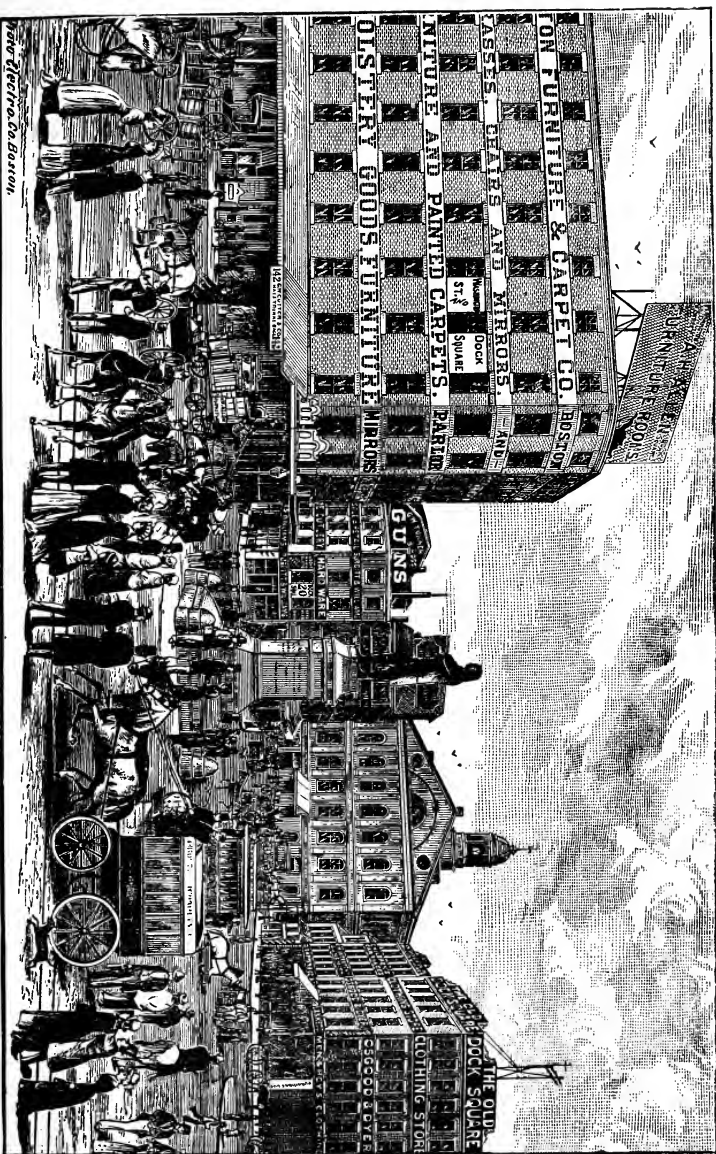
CARPENTERS' TOOLS,

No. 20 Dock Square,

BOSTON.

Fine Bronze Hardware a Specialty.

Established in 1860.



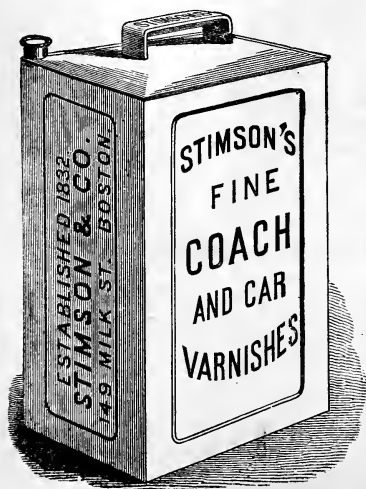
Wm. Electric Co. Boston.

VIEW OF DOCK AND ADAMS SQUARES.

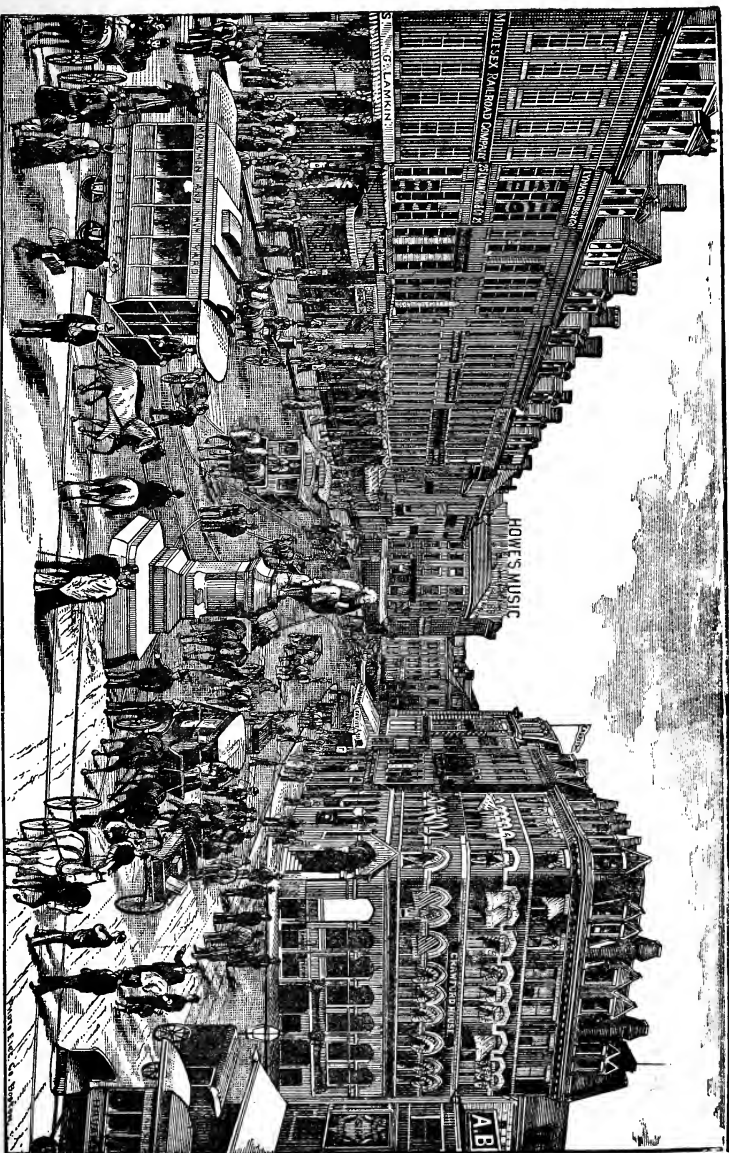
Fire, Marine & Transportation Insurance
FOR ANY AMOUNT.

JOHN C. PAIGE,
INSURANCE AGENCY,
20 KILBY STREET,
BOSTON.

(Established 1832.)



STIMSON & CO.,
VARNISH
MAKERS,
149 Milk St.,
BOSTON.



VIEW OF SCOLAY SQUARE.

FLORENCE SHIRT CO.

6 Bowdoin Square, opp. Revere House,

Have just received a full line of

WHITE AND FANCY SHIRTS.

*The Invoice is Complete, and is worthy of
IMMEDIATE ATTENTION.*

ALSO, A FULL ASSORTMENT

HEAVY AND MEDIUM WEIGHT UNDERWEAR,

Blue & Fancy Yachting & Tourists' Flannel Shirts

IN VARIETY.

White & Cambric Shirts

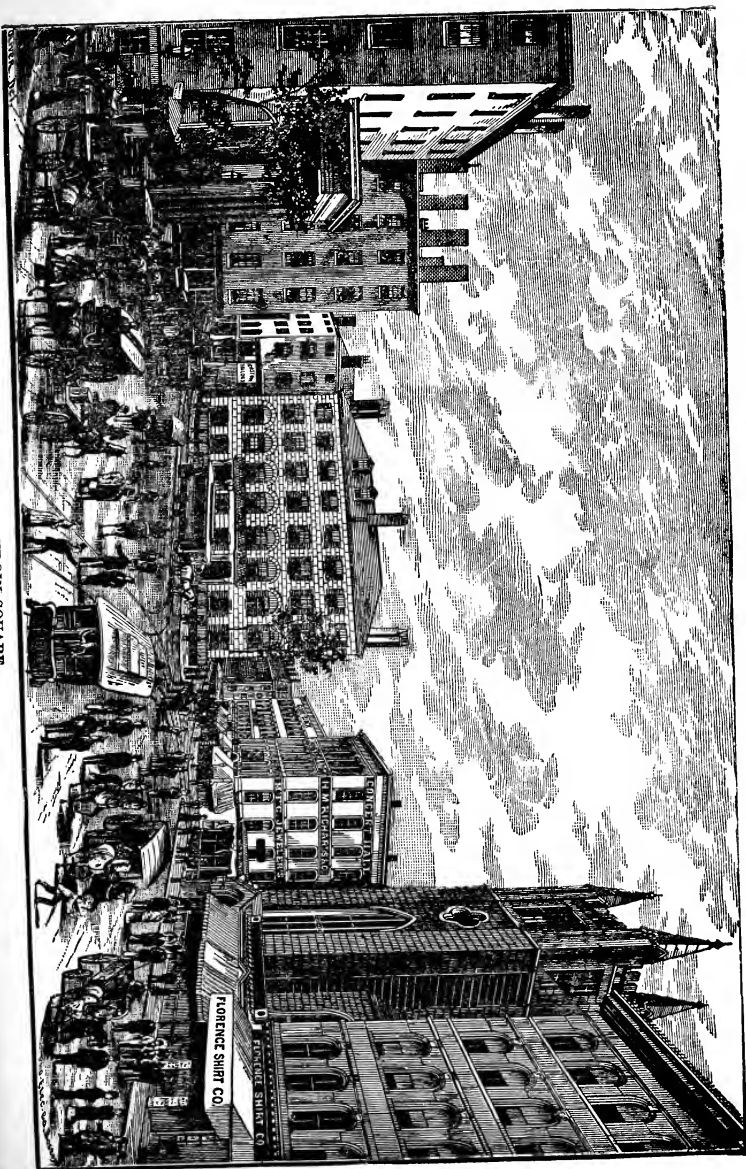
Made to order at short notice, at moderate prices.

6 Shirts Made to Order for \$8.

FLORENCE SHIRT CO.,

6 Bowdoin Square, Boston.

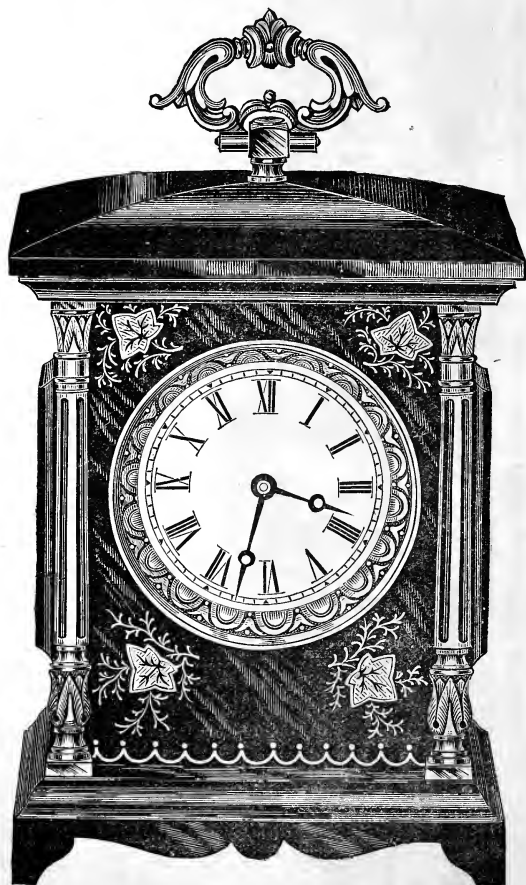
VIEW OF BOWDOIN SQUARE.



NELSON H. BROWN,

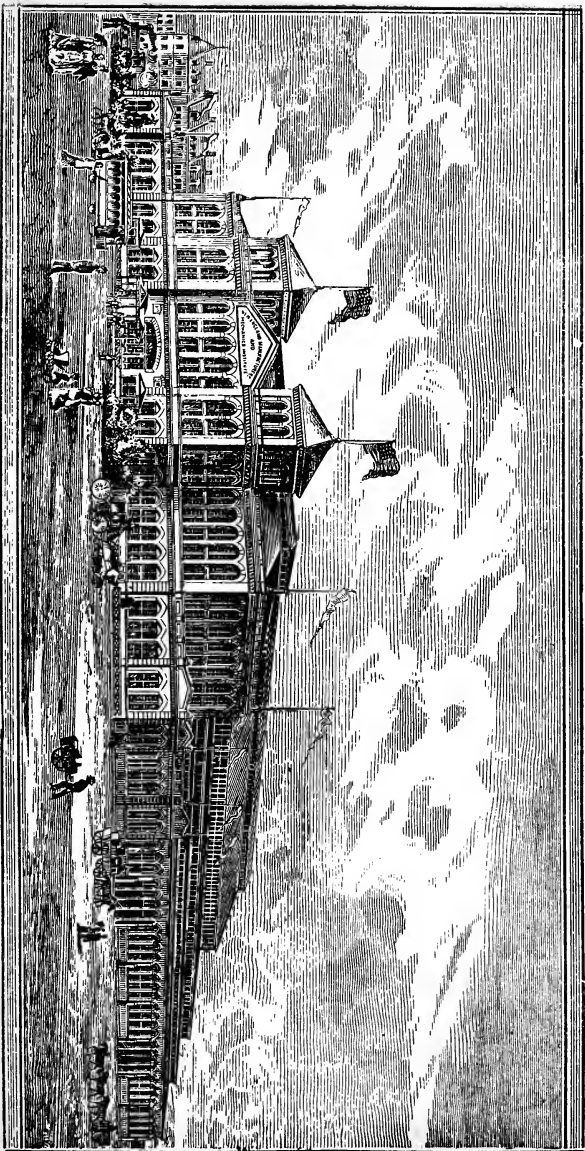
Wholesale Dealer in Foreign and

AMERICAN CLOCKS AND CLOCK MATERIALS.



The Largest Stock and Assortment of Clocks in New England.

75 Hawley St., Between Franklin and Summer Streets. Boston, Mass.



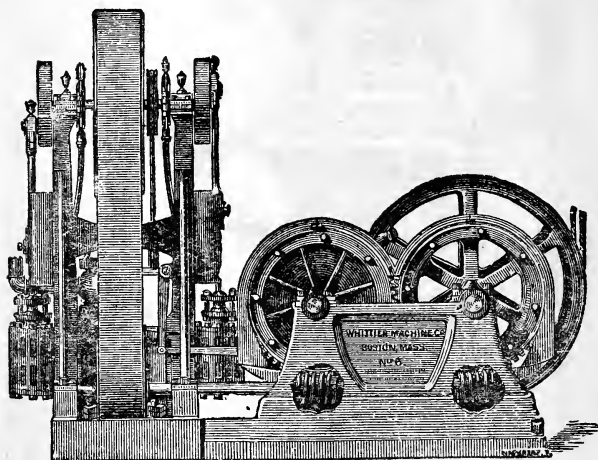
NEW ENGLAND MANUFACTURERS AND MECHANICS INSTITUTE, EXHIBITION BUILDING.

WHITTIER MACHINE CO.

Works, No. 1176 Tremont Street.

Office, 87 Milk St., P. O. Sq., Boston.

MANUFACTURERS OF



Steam Engines and Boilers,

STEAM

AND

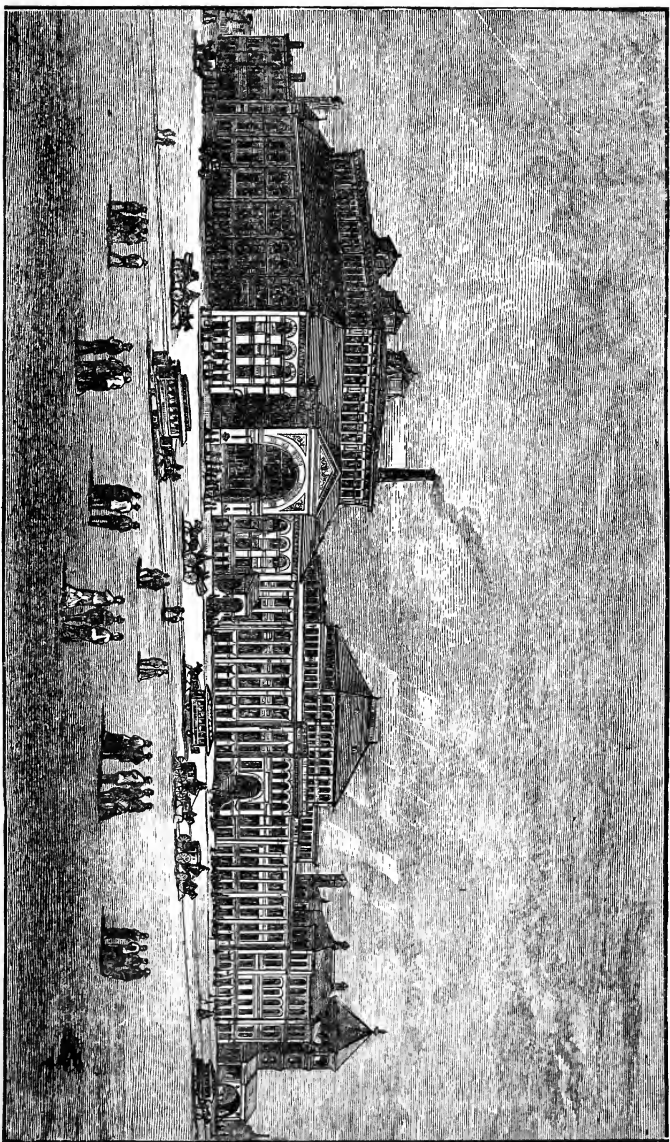
HYDRAULIC ELEVATORS.

CHAS. WHITTIER, Pres.

A. C. WHITTIER, Treas.

New York Office, 91 Liberty Street.

HENRY C. JOHNSON, Agent.



NEW BUILDING OF THE MASSACHUSETTS CHARITABLE MECHANIC ASSOCIATION, HUNTINGTON AVENUE
AND WEST NEWTON STREET.

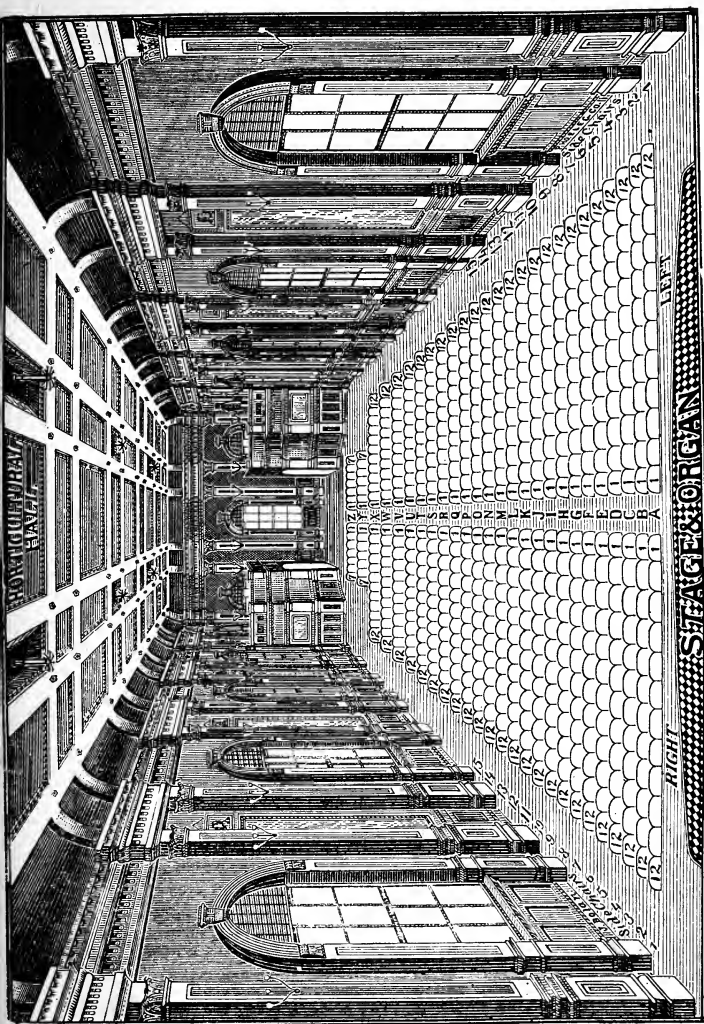
The manufacture of Perfuming dates from the days of great antiquity; and, as a branch of industry, it requires not only abundant capital, for its requisites are exceedingly costly, but

also a fine and acute sensibility and great skill in perfecting the combination. Not only is it necessary to be skilful in truthfully imitating the different flowers and combinations or odors intended, but to obtain perfection in the results. All the materials used should be of the *very highest* quality, and the perfume be fixed in a volatile spirit in order that it may evaporate easily, leaving only the true odor.

Having these essential qualities in mind, the firm of H. C. ROBINSON & Co., of Boston, commenced to manufacture *Robinson's Perfumes*, which for general excellence, purity and durability, rival the best of *foreign manufactures*, and take the decided lead of all those made in this country. Their laboratory is a storehouse which represents the flowers of the world, their productions are also de-

cidedly the neatest in the world. Lovers of flowers who regret the short-lived beauty of these gems of nature, will be happy to learn that, by the art of this now celebrated house, the fragrance of the most delightful flowers have been secured for their use.





HORTICULTURAL HALL, a magnificent building of white granite, on Tremont Street, corner of Bromfield Street, is occupied by the Massachusetts Horticultural Society, which was incorporated in 1829. Their annual exhibitions of fruits, flowers, plants, and vegetables are of a very high order.

ESTABLISHED 1836.

INCORPORATED 1879.

WRIGHT & POTTER PRINTING CO.

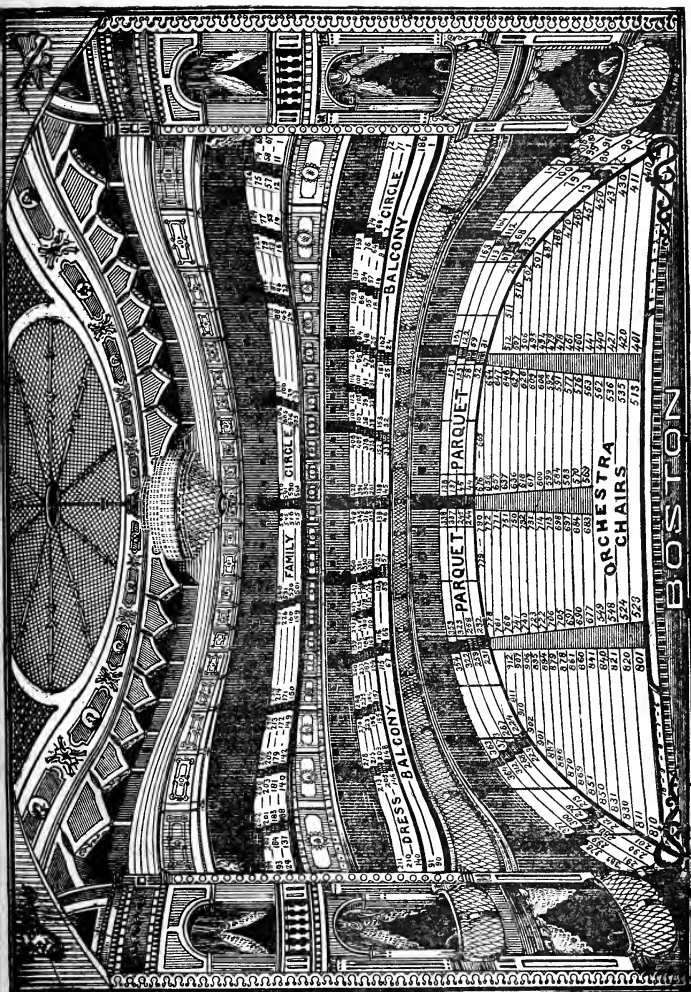
18 POST OFFICE SQUARE,
BOSTON.

Railway, Steamship, Mercantile and Book
PRINTERS.

Our establishment being one of the OLDEST, LARGEST,
and most THOROUGHLY APPOINTED in New England,
we are prepared to do any kind of printing, at the SHORT-
EST NOTICE, guaranteeing prices and workmanship.

WRIGHT & POTTER PRINTING CO.

18 Post Office Square, Boston, Mass.



BOSTON THEATRE, situated on the west side of Washington Street, near West Street, is the largest theatre in New England. There is a fine stock company connected with this theatre, and all the famous actors of the day have appeared on its stage. The grand opera have had many brilliant engagements. Its seating capacity is 2,972, Admission fee from 50c. to \$1.50.

The Best Location in Boston.

ADAMS HOUSE,

555 Washington Street, Boston.

NEAR ALL THE GREAT STORES AND FIVE THEATRES.

Popular Prices, Good Table and Service, Fine Elevators,
Fire Escapes on Every Floor.

Special Contracts Made according to Rooms and Time. Also
Rooms on the European Plan. All Lines Street-Cars
and Busses Pass the Door.

T. A. BARKER, Manager.



JOHN ROBBINS,

MANUFACTURER OF
RAILROAD AND HOTEL

CHECKS, BADGES

AND

NUMBERS

of every description.

ALSO,

GENERAL FIGURING

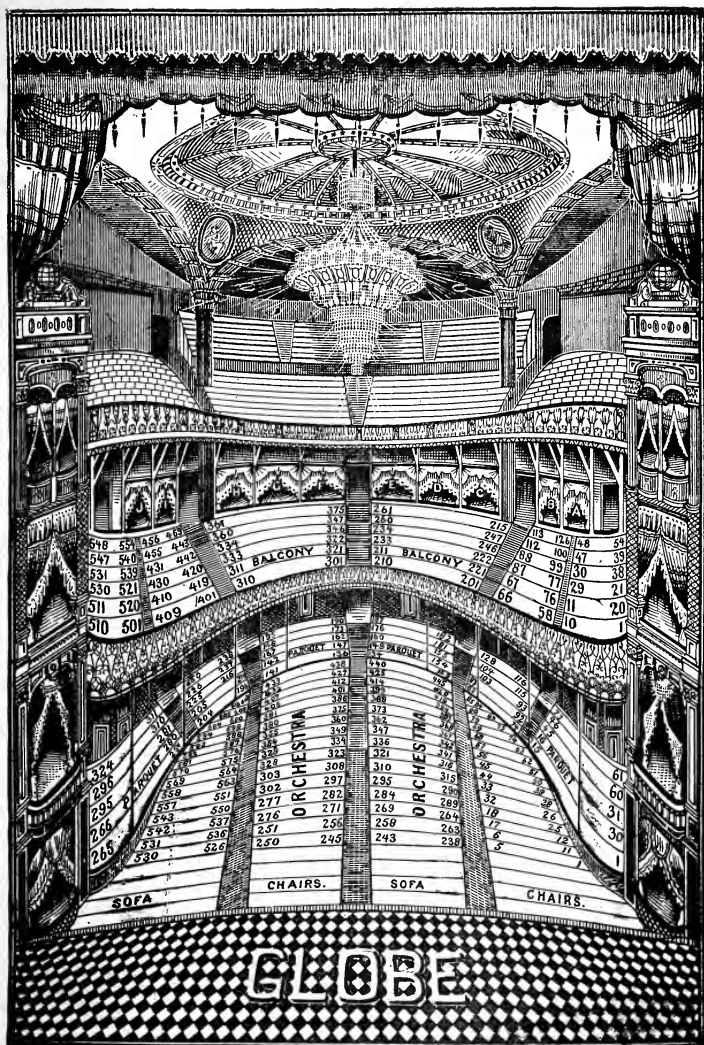
AND

LETTERING ON METALS

to order.



58 KNEELAND STREET, BOSTON, MASS.



GLOBE THEATRE, situated on Washington Street, near Essex Street, is a very handsome and attractive theatre, with one of the best stages in the country. It has a seating capacity for about 2,000. The auditorium is 60 feet in height.

THE
INTERNATIONAL
HOTEL.

LOCATED MOST CENTRALLY.

First door south from the Park, opposite the Globe, and near the
Boston and Gaiety Theatres, and but a few minutes'
walk from the Providence, Boston and Albany,
Old Colony, and New England
Railroad Depots.

Horse-Cars and Stages run continually before the door, con-
necting with the various depots, places of amusement, and
the suburbs. Has all the modern improvements,
and is on the

EUROPEAN PLAN.

NATIONAL
COLOR PRINTING CO.,

Channing Building,

141 Franklin Street, cor. Federal Street,

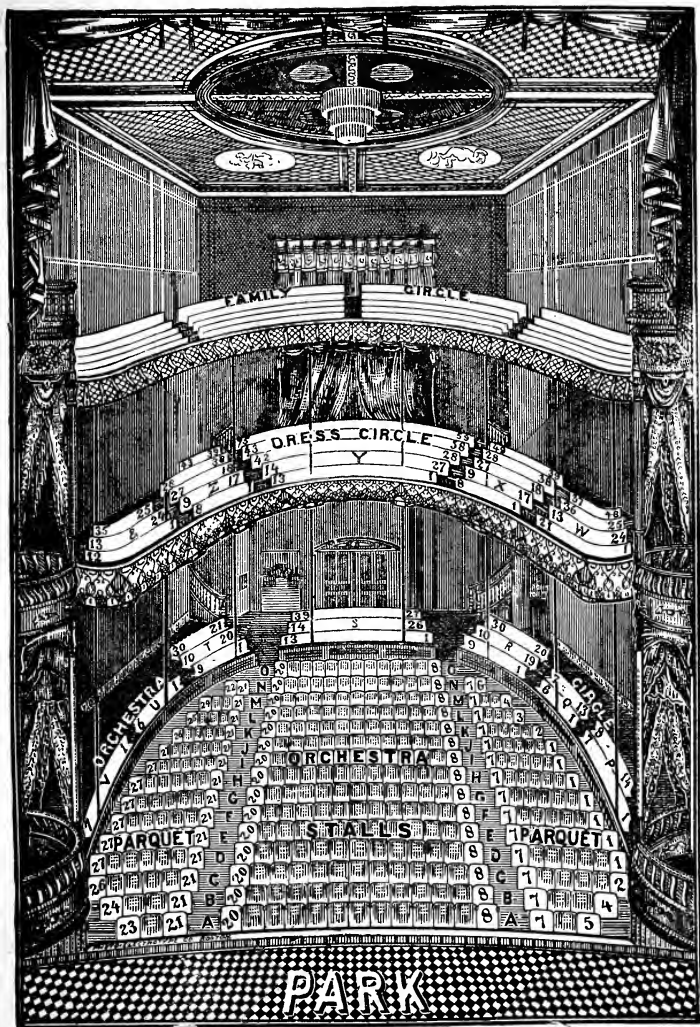
BOSTON.

PRINTERS OF

Cards,
Can Labels,
Show Cards,

AND

COLOR-WORK IN GENERAL.



PARK THEATRE is a small but an elegant theatre, situated on Washington Street, near Boylston Street. Its auditorium is 60 feet wide, 63 feet from the stage to the doors, and 50 feet high; the house seats 1,184.

THE MODEL RESTAURANT OF BOSTON.

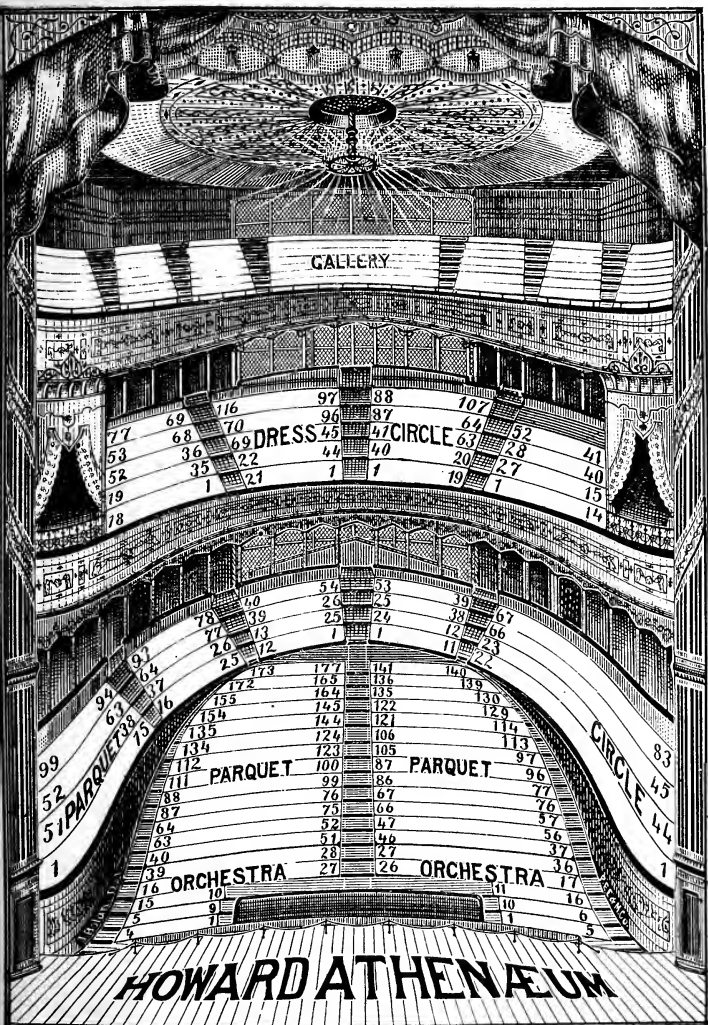
R. MARSTON & CO.,

DINING-ROOMS,

For Ladies and Gentlemen,

23 to 29 BRATTLE STREET,

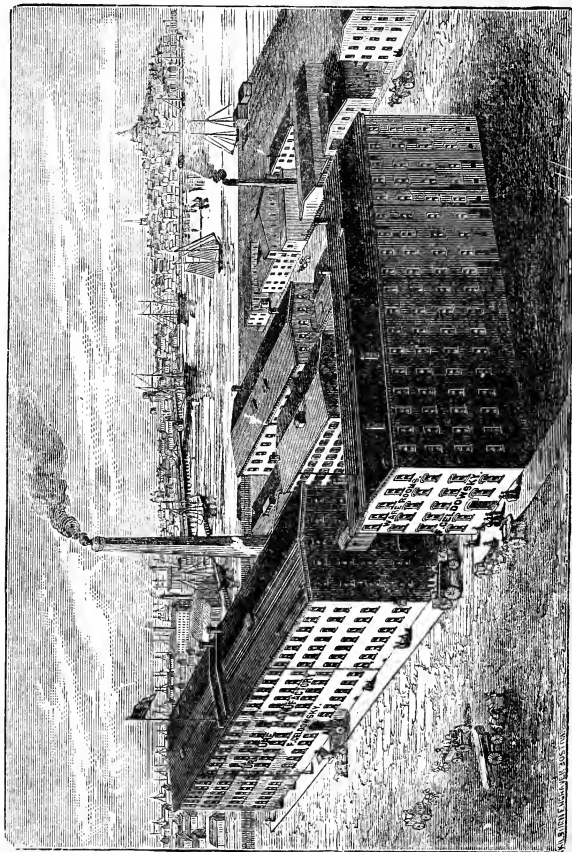
BOSTON.



HOWARD ATHENÆUM, on Howard Street, near Court Street. It has been very successful as a novelty theatre, and will seat some 1,500 people. The prices for admission rule from 35 cents to \$1.

F. GELDOWSKY FURNITURE CO.

Retail, Wholesale, and Export Cabinet Manufacturers, Upholsterers,
and General House Furnishers.

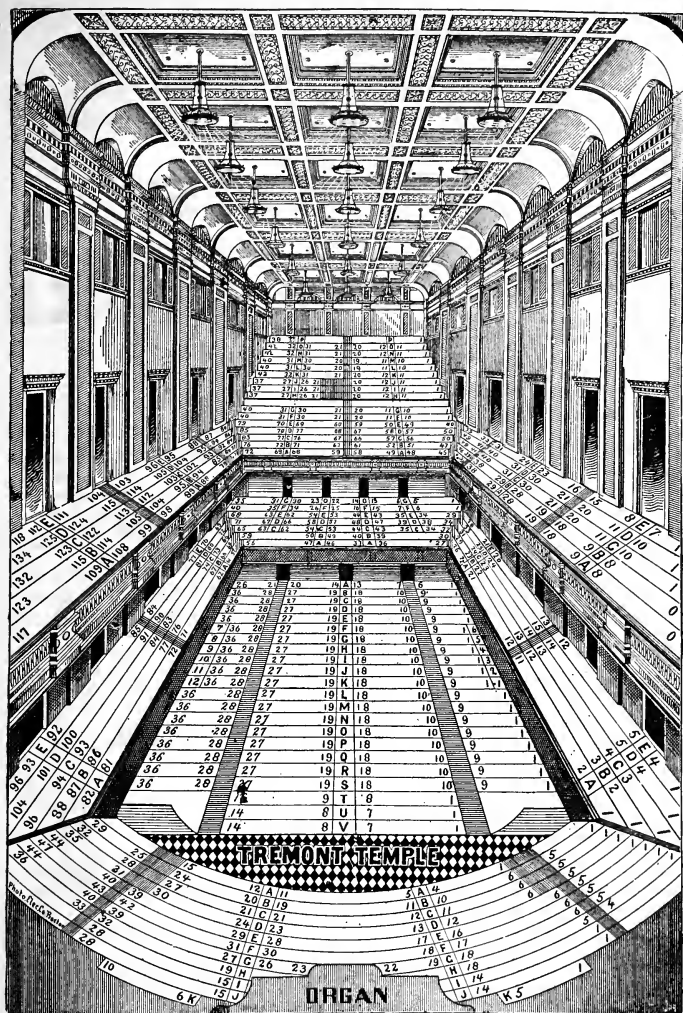


F. GELDOWSKY FURNITURE CO.
First and Second Streets, East Cambridge, Mass.

A large stock of general Domestic Furniture in Old English, Japanese, Jacobean, Renaissance, and Louis XIV. styles, in Walnut, Mahogany, Amaranth, Rosewood, Cherry, Maple, Oak, and Ash, combining well-made, high-class artistic work with extreme lowness of price.

East Cambridge, First and Second Streets.

The East Cambridge cars leave from Scollay Square, Boston, every five minutes.



TREMONT TEMPLE is one of the largest halls in the city, located on Tremont Street, near School Street, 124 feet long, 72 feet wide, and 50 feet high; has deep galleries, and will seat some 2,000 people.

ECONOMY AND BEAUTY COMBINED IN THE **EVANS** **ARTIFICIAL LEATHER**

Which is the only substitute for UPPER LEATHER in the world that *has proved satisfactory or practical, and that cannot be distinguished from Leather*. Being very handsome and durable, not affected by heat or cold, and impervious to oil or water, it is for many purposes superior to leather, and

Costs from 33 to 50 per cent. Less.

It is manufactured in various weights and in every desirable shade of color, including also in Gold, Silver and Bronze. It comes in rolls of 30 and 50 yards, and 36 and 50 inches in width. A corporation has recently been organized under the laws of New Hampshire—where the factory is located—for the manufacture of this

ARTIFICIAL LEATHER,

under various letters-patent granted by the United States. A full assortment of the above most desirable goods can be found and articles made from it, shown at

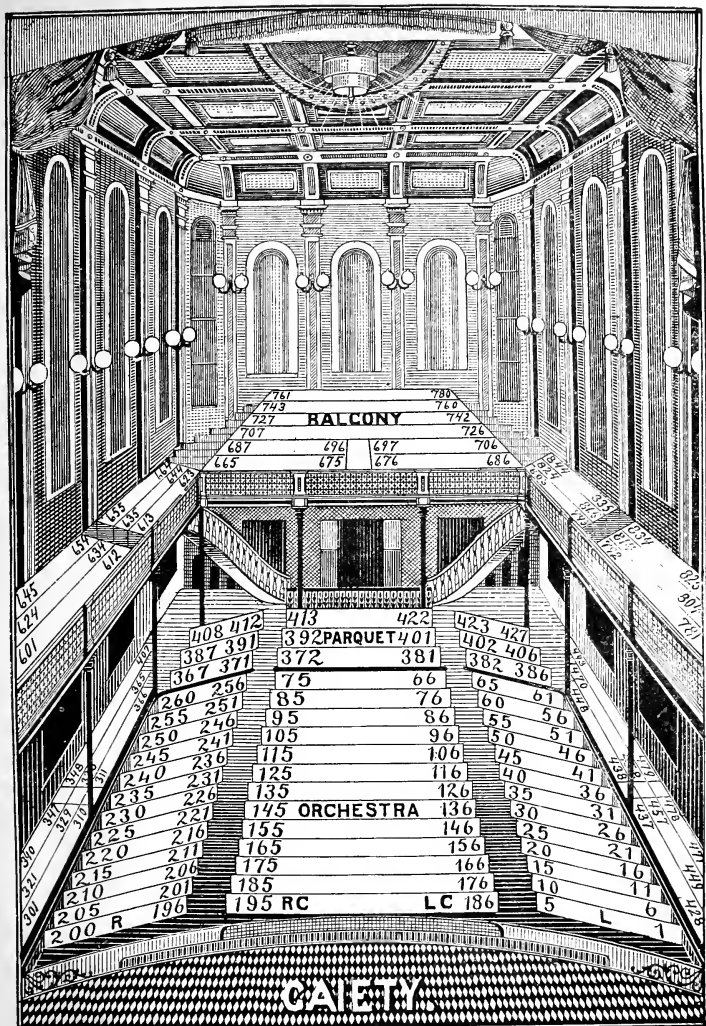
**Office and Salesroom, 92 Pearl Street, cor. High Street,
BOSTON, MASS.**

Send for Price List.

EVANS ARTIFICIAL LEATHER CO.

GEORGE A. ALDEN, President.
H. S CHASE, Treasurer.

Walter N. Dole,
General Agent.



GAITY THEATRE, on Washington Street, next to the Boston Theatre, is a small but attractive little theatre, and admirably adapted for comedy. It will seat 500 on the floor and 300 in the balcony. Admission from 35 cents to \$1.

FROST & ADAMS,
IMPORTERS AND DEALERS IN
ARTISTS' MATERIALS
OF EVERY DESCRIPTION.

Winsor & Newton's celebrated goods constantly on hand.

A COMPLETE LINE OF

Oil Colors,	Brushes,
Water Colors,	Oils,
Canvas,	Varnishes,
Canvas Boards,	Drawing Papers,
Academy Boards,	Sketching Seats,
Easels,	Sketch Books, etc.

Lacroix's Mineral Colors for China Painting; Tiles, Vases, Plaques, etc., in various forms for Decorating.

MATHEMATICAL INSTRUMENTS, ARCHITECTS' and
ENGINEERS' STATIONERY, etc.

37 CORNHILL, BOSTON.

Horse-cars to all parts of the city and suburbs pass the door.

CATALOGUES FURNISHED UPON APPLICATION.

—Musical School.

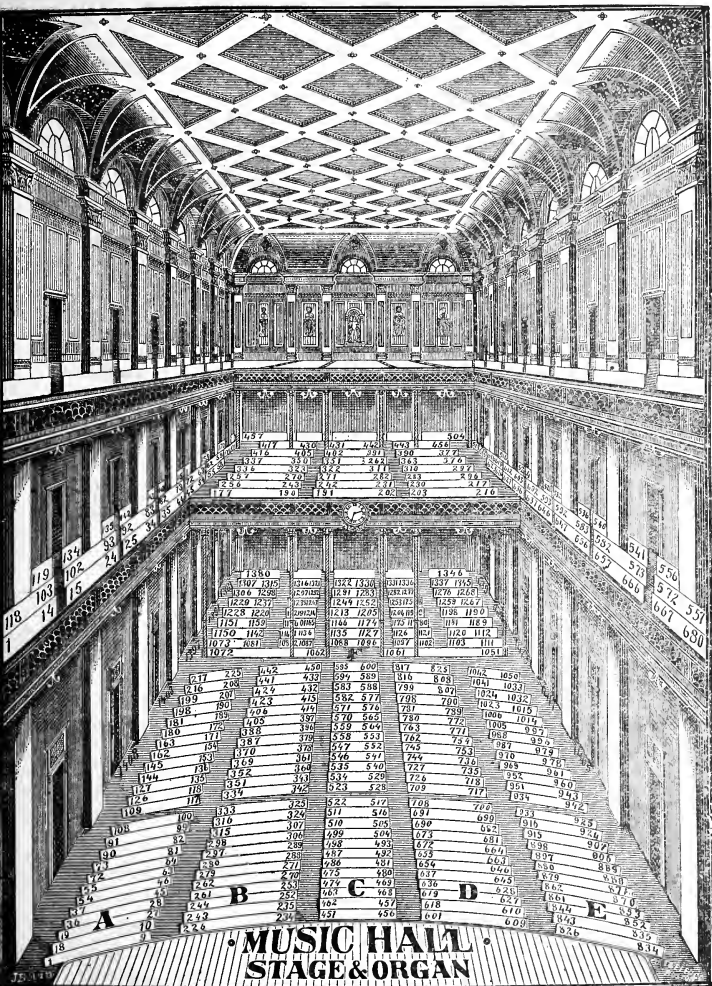
NEW ENGLAND CONSERVATORY OF MUSIC.

IN 1851 Prof. Eben Tourjee advanced the idea of founding a conservatory, but it was not until 1859 that he had an opportunity to experiment on a large scale. He went to Europe to investigate personally the famous conservatories and schools in Germany, France, and Italy, their methods and text-books. He started a musical institute in Rhode Island, which was subsequently chartered, and known as the Providence Conservatory. This was an encouraging success; but Prof. Tourjee never relinquished his cherished plan for a conservatory in Boston. Bringing with him strong letters of recommendation from distinguished gentlemen, he came to Boston, and had pleasant interviews with Dr. J. B. Upham and others, which greatly encouraged him, being assured that it was the great centre for such an undertaking.

The State Legislature granted a charter; a corps of teachers were engaged, the final arrangements were satisfactorily completed, and the New England Conservatory of Music was opened for classes on the 18th of February, 1867.

From the opening it has been a success. More than 26,000 pupils have here received instruction since its initiation. All have made a step in the right direction, and came out from those walls more enthusiastic than they entered, earnest to serve the art, and feeling that "music was something holy."

So admirable and comprehensive is the plan of this conservatory, open as it is to both sexes, so well-fitted is each professor for his specialty, that it is no longer necessary for an ambitious student of music to go abroad in order to obtain a thorough musical education of a high standard. The faculty embraces some of the most eminent composers and instructors in the country. *Harper's Monthly* characterizes it as "the model school of the age."



MUSIC HALL, entrances from Tremont Street, opposite the Park-Street Church, and through Central Court, from Winter Street. This hall is considered one of the largest and finest public halls in the world, and its great organ one of the largest and best in existence.

Wistar's Balsam.

One of the Oldest and Most
Reliable Remedies in the
World for the cure of

Coughs, Colds, Hoarse-
ness, Sore Throat,
Bronchitis, Influen-
za, Croup, Whoop-
ing Cough,
Asthma,

And every affection of the

THROAT,
LUNGS
AND
CHEST,
INCLUDING
CONSUMPTION.

DO NOT BE DECEIVED

by articles bearing similar names. Be
sure you get **DR. WISTAR'S BALSAM**
OF WILD CHERRY, bearing upon
the outside wrapper the *signature* of

I. BUTTS.

50 Cents and \$1.00 a Bottle.

Prepared by **SETH W. FOWLE & SONS,**
Boston, Mass. Sold by druggists and
dealers generally.

Peruvian Syrup.

Vitalizes and enriches the Blood, Tones
up the System, makes the Weak
Strong, Builds up the Broken-
down, Invigorates the
Brain, and

CURES

Dyspepsia, Fever and Ague,
Remittent Fever, General
Debility, Liver Complaint,
Dropsy, Chronic Diarrhoea,
Nervous Affections, Boils,
Humors, Neuralgia, Paraly-
sis, Female Complaints,

AND

*All Diseases originating in a bad
state of the blood or accompanied
by debility or a low state
of the system.*

**PERUVIAN
SYRUP**

supplies the blood with its *Vital Prin-
ciple, or Life Element, IRON*, infus-
ing *Strength, Vigor and New Life* into
all parts of the system. **BEING FREE**
FROM ALCOHOL, its energizing effects
are not followed by coresponding reac-
tion, but are permanent.

SETH W. FOWLE & SONS, Pro-
prietors, 86 Harrison Avenue, Boston.
Sold by all druggists.

THE STREET-RAILWAY SYSTEM IN BOSTON

is quite extensive, and remarkably well conducted, although controlled by a few companies; still, with the lively competition, each strives to put forward the best accommodations for the public; consequently the cars are neat, clean, and attractive, and generally first-class. All parts of the city can be reached by a ride in the street-cars. They can always be found at every railroad depot, and at some of the steamboat wharfs; so the traveller can at all times be sure of transportation from his place of arrival to his place of destination,—if not by one direct ride, at most by one transfer ticket. Over one hundred and forty miles of track are now laid in the city of Boston, by the following railroad companies:—

Metropolitan Street Railway Co.,	capital,	\$1,500,000
Highland	“ “	350,000
Union	“ “ (paid up)	374,300
Middlesex	“ “	400,000
South Boston	“ “	460,000
Lynn & Boston	“ “	200,000

HORSE RAILROAD RULES.

The following rules are laid down by the different Horse Railroad Companies, and as they are intended for the comfort, convenience and safety of passengers, it is hoped that they will be appreciated and followed by the travelling public:—

Getting on or off the front platform, riding on the steps, or talking with the driver is prohibited.

Never get on or off a car while it is in motion; notify the conductor, and wait until the car is stopped.

No disorderly or intoxicated person will be allowed to ride on the cars.

No smoking is allowed on the cars, excepting on the three rear seats of the open cars.

Full fare will be charged for children occupying seats which may be required by other passengers.

Articles lost in the cars may be inquired for at the offices of the different companies.

Peddling in the cars is prohibited.

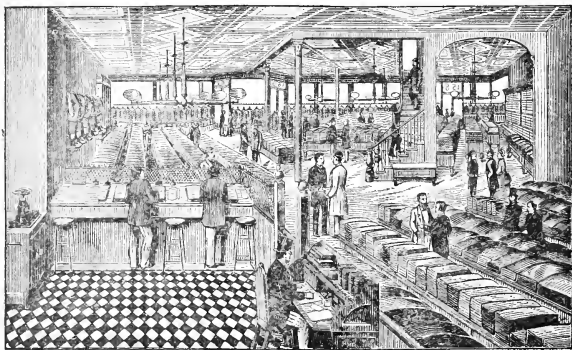
No dogs allowed in the cars.

BLUE STORE CLOTHING HOUSE,

Nos. 150, 152, 154, 156, 158, 160, 162, 164 Washington Street, facing
the foot of Cornhill and Adams Square,
BOSTON, MASS.



EXTERIOR VIEW.



INTERIOR VIEW OF COMER'S "BLUE STORE."

We aim to produce a superior class of CLOTHING for Gentlemen, Youths and Boys, with a fine stock of Furnishing Goods, and always at the Lowest Rock Bottom Prices. Blue Store Clothing House, Nos. 150 to 164 Washington Street, Boston, Mass. Established 1860. JOSEPH COMER, Proprietor.

HORSE CARS RUNNING FROM THE SOUTH TO THE CITY PROPER.

METROPOLITAN RAILROAD.

NORFOLK HOUSE AND NORTHERN DEPOTS.

Distance, $3\frac{1}{2}$ miles. Time, 45 minutes.

Leave Norfolk House, passing through Washington, Milk, Congress, State, Devonshire, Washington, and Haverhill streets, passing Boston & Maine Depot, to Fitchburg, Eastern, and Lowell depots. RETURNING: Leave Northern Depots, passing through Causeway, Portland, Washington, Summer, and Chauncy streets to Harrison Avenue, Dover and Washington streets to Norfolk House.

First car in leaves Norfolk House at 4.25 A. M. First car out leaves Northern Depots at 5.10 A. M. Last car in leaves Norfolk House for Northern Depots at 7 P. M. Last car out leaves Northern Depots at 7.45 P. M. After this time these cars run through Cornhill. Last car in leaves Norfolk House at 11.35 P. M. Last car out leaves Cornhill at 12.10 A. M. Run on 5-minute time during the day, and 10-minute time through the evening.

COLUMBUS AVENUE AND DEPOTS.

Distance, 3 miles. Time, 40 minutes.

Leave Lenox Street station, passing through Tremont and Berkeley streets to Columbus Avenue (Providence Depot), Boylston and Tremont streets to Cornhill, Washington Street, to Boston & Maine Depot, and Haverhill Street to Fitchburg, Eastern, and Lowell depots. RETURNING: Leave Northern Depots, passing through Causeway, Portland, Merrimac and Washington streets to Temple Place, Tremont and Boylston streets to Columbus Avenue (Providence Depot), Berkeley and Tremont streets to Lenox Street station.

First car in leaves Lenox Street station at 5.55 A. M. First car out leaves Northern Depots at 6.35 A. M. Last car in for Northern Depots leaves station at 7.30 P. M.; after this time these cars run around Cornhill. Last car in leaves Lenox Street station at 9 P. M. Last car out leaves Cornhill at 10.25 P. M.

THE
COMMONWEALTH
Clothing House,
680 and 684 Washington St. (cor. Beach.)



MEN'S, BOYS' AND CHILDREN'S
Clothing and Gent's Furnishing Goods.

GEORGE W. WARREN, Manager.

WARREN STREET AND NORTHERN DEPOTS.

Distance, $4\frac{1}{2}$ miles. Time, 45 minutes.

Leave Warren Street station, near Bower Street, passing through Warren and Washington streets to Temple Place, Tremont Street to Scollay Square, Court Street to Bowdoin Square, Green, Leverett, and Causeway streets to Lowell, Eastern, and Fitchburg depots. RETURNING: Leave Northern Depots, passing through Causeway, Portland, and Chardon streets to Bowdoin Square, Court Street to Scollay Square, Cornhill, Washington, Summer, and Chauncy streets to Harrison Avenue, Dover, Washington, and Warren streets to station.

First car in leaves Warren Street station at 5.50 A. M. First car out leaves Northern Depots at 6.35 A. M. Last car in leaves Warren Street station at 9.10 P. M. Last car out leaves Northern Depots at 10 P. M. Run on 7 and 15 minute time, according to demand.

ATLANTIC AVENUE AND NORTHERN DEPOTS.

Distance, 2 miles. Time, 22 minutes.

Leave Rowe's Wharf, and Boston, Revere Beach & Lynn Railroad station, passing through High, Oliver, Franklin, Congress, State, Devonshire, Washington, and Haverhill streets to Boston & Maine, Lowell, Eastern, and Fitchburg depots. RETURNING: Leave Northern Depots, passing through Portland and Chardon streets to Bowdoin Square, Court Street to Scollay Square, Cornhill, Washington, Milk, Oliver, Franklin, and Broad streets to Rowe's Wharf.

First car leaves Rowe's Wharf at 8 A. M. These cars run in connection with Revere Beach & Lynn Railroad, and harbor boats, on 15-minute time. Last car leaves Rowe's Wharf at 8 P. M.

LENOX STREET AND NORTHERN DEPOTS.

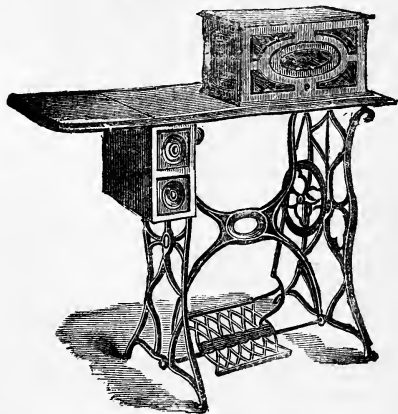
Distance, 3 miles. Time, 35 minutes.

[This line does not run during the months of July and August, the cars being transferred to other lines.]

Leave Lenox Street station, passing through Tremont Street to Scollay Square, Court Street to Bowdoin Square, Green, Leverett, and Causeway streets to Lowell, Eastern, and Fitchburg depots. RETURNING: Leave Northern Depots, passing through Causeway, Portland, and Chardon streets to Bowdoin Square, Court Street to Scollay Square, Tremont Street to Lenox Street station.

First car in leaves Lenox Street station, at 6 A. M. First car out leaves Northern Depots at 6.35 A. M. Last car in leaves Lenox Street station at 7.15 P. M. Last car out leaves Northern Depots at 7.50 P. M. Run on 10-minute time.

STERN & CO.,
15 Essex Street,
General Sewing Machine Depot.
AGENT FOR



SEWING MACHINES,

The cheapest and most reliable place to buy a Machine for Cash or Instalments. Machines of all kinds **To Let**, and **Repaired** by the most skilful mechanics.

ATTACHMENTS OF ALL KINDS ON HAND AND MADE TO ORDER.

Needles, Bobbins, Shuttles, Binders, Hemmers, etc., for sale.

TRY A BOTTLE OF OUR FINE SEWING MACHINE OIL,

Agents for the New Remington Machine.

Has no equal for nicety of work, durability, and light running. Those in want of a good machine will serve their own interest by examining our stock.

TREMONT CROSSING AND NORTHERN DEPOTS.

Distance, $3\frac{1}{2}$ miles. Time, 40 minutes.

Leave Tremont Crossing, passing through Tremont and Berkeley streets to Columbus Avenue (Providence Depot), Boylston and Tremont streets to Scollay Square, Court Street to Bowdoin Square, Green, Leverett, and Causeway streets to Lowell, Eastern, and Fitchburg depots. RETURNING: Leave Northern Depots, passing through Causeway, Portland, and Merrimac streets to Haymarket Square, Boston & Maine Depot, Washington Street to Temple Place, Tremont and Boylston streets to Columbus Avenue (Providence Depot), Berkeley and Tremont streets to Tremont Crossing.

First car in leaves Tremont Crossing at 6.25 A. M. First car out leaves Northern Depots at 7.05 A. M. Last car in leaves Tremont Crossing for Northern Depots at 8.15 P. M. Last car out leaves Northern Depots at 9.10 P. M. Run on 40-minute time.

BARTLETT STREET STATION TO EAST BOSTON NORTH FERRY.**WASHINGTON STREET LINE.**

Distance, $3\frac{1}{2}$ miles. Time, 40 minutes.

Leave Bartlett Street station, passing through Washington, Milk, Congress, State, Devonshire, Washington, Hanover, and Battery streets to East Boston North Ferry. RETURNING: Leave North Ferry, passing through Battery, Hanover, Washington, Summer, and Chauncy streets to Harrison Avenue, Dover and Washington streets to Bartlett Street station.

First car in leaves Bartlett Street station at 5.28 A. M. First car out leaves North Ferry at 6.10 A. M. These cars run on 7-minute time, with extra trips night and morning. Last car in leaves Bartlett Street station at 11.15 P. M. Last car out leaves North Ferry at 12 P. M.

TREMONT CROSSING TO EAST BOSTON NORTH FERRY.**TREMONT STREET LINE.**

Distance, $3\frac{1}{2}$ miles. Time, 40 minutes.

Leave Tremont Crossing, passing through Tremont Street to Scollay Square, Court, Hanover, and Battery streets to East Boston North Ferry. RETURNING by same route.

First car in leaves Tremont Crossing at 5.55 A. M. First car out leaves North Ferry at 6.25 A. M. These cars run on 7-minute time, with extra trips night and morning. Last car in leaves Tremont Crossing at 10.50 P. M. Last car out leaves North Ferry at 11.30 P. M. After 10.50 P. M. these cars only run to the Tremont House. Run every 10 minutes till 11.35 P. M. Last car out leaves Tremont House at 12 P. M.

T. E. MOSELEY & CO.

Invite attention to their large Stock of

BOOTS AND SHOES,

OF

FRENCH, ENGLISH, AND AMERICAN MANUFACTURE,
FOR

Ladies, Gentlemen, Boys, Misses and Children.

Particular attention given to fine HAND-SEWED work of our
own Manufacture, both Ready-made and to Measure.

WAUKENPHAST.



WAUKENPHAST.

TRADE-MARK.

A large assortment of WAUKENPHAST'S ENGLISH
BOOTS and SHOES constantly on hand.

Henry Herth's Celebrated French Goods in great variety.

469 WASHINGTON STREET.

THOS. E. MOSELEY,

GEO. S. MERRILL.

WARREN STREET STATION TO EAST BOSTON SOUTH FERRY.

Distance, $4\frac{3}{4}$ miles. Time, 40 minutes.

Leave Warren Street station, corner of Edgewood Street, passing through Warren Street, Harrison Avenue, Dover, Albany, Kingston, and Summer streets to Atlantic Avenue, to East Boston South Ferry. RETURNING: Leave South Ferry, passing through Atlantic Avenue, High, Oliver, Franklin, Washington, and Summer streets to Harrison Avenue, Dover, Washington, and Warren streets to station.

First car in leaves Warren Street station at 6 A. M. First car out leaves South Ferry at 6.40 A. M. These cars run every 30 minutes in winter, and every 20 minutes in summer. Last car in leaves station at 6 P. M. Last car out leaves at 6.40 P. M.

TREMONT CROSSING AND ATLANTIC AVENUE.

Distance, $3\frac{3}{4}$ miles. Time, 40 minutes.

Leave Tremont Crossing, passing through Tremont, Eliot, Washington, and Summer streets to Atlantic Avenue, to East Boston South Ferry. RETURNING: Leave South Ferry, passing through Atlantic Avenue, High, Oliver, Franklin, and Washington streets to Temple Place, Tremont Street to Railroad Crossing.

First car leaves Tremont Crossing at 5.55 A. M. First car leaves South Ferry at 6.35 A. M. Last car leaves Bartlett Street at 7.55 P. M. Last car leaves South Ferry at 8.35 P. M. Run on 15-minute time.

BARTLETT STREET AND ATLANTIC AVENUE.

Distance, $3\frac{3}{4}$ miles. Time, 40 minutes.

Leave Bartlett Street, passing through Washington, Beach, Kingston, and Summer streets to Atlantic Avenue, to East Boston South Ferry. RETURNING: Leave South Ferry, passing through Atlantic Avenue, High, Oliver, Franklin, Washington, Summer, and Chauncy streets to Harrison Avenue, Dover and Washington streets to Bartlett Street station.

First car in leaves Bartlett Street station at 5.55 A. M. First car out leaves South Ferry at 6.35 A. M. These cars run on 10 and 12 minute time. Last car in leaves Bartlett Street at 7.55 P. M. Last car out leaves South Ferry at 8.35 P. M.

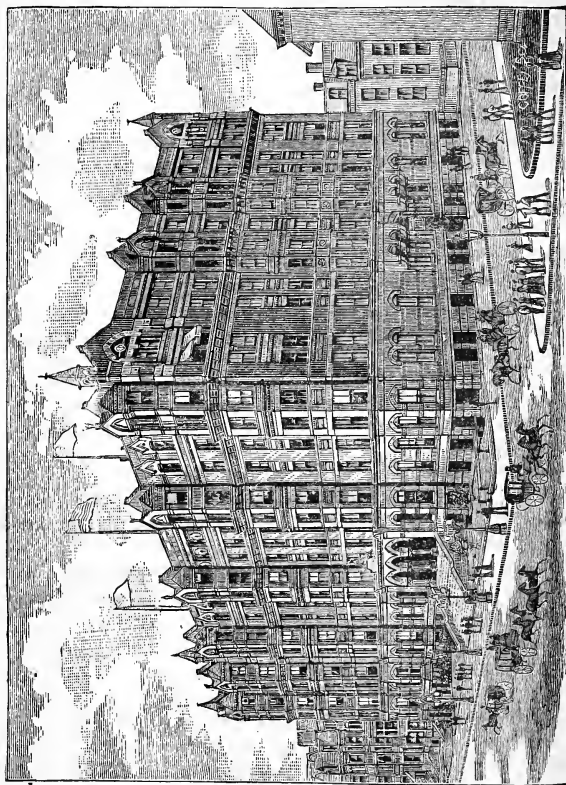
CHELSEA FERRY LINE.

Distance, $3\frac{1}{2}$ miles. Time, 40 minutes.

Leave Norfolk House, passing through Washington, Milk, Congress, State, Devonshire, Washington, and Hanover streets to Chelsea Ferry.

HOTEL BRUNSWICK,

Boylston Street and Clarendon, Boston.



From its windows are seen the Finest Streets and Residences in the New England Metropolis. New and Elegant Street-Cars pass the Hotel, for either up or down town, every five minutes, a facility possessed by no other Hotel in the Back Bay District.

BOSTON'S GRANDEST HOTEL,

NEAR THE PUBLIC GARDEN, COMMON, AND PUBLIC
LIBRARY, MUSEUM OF FINE ARTS, NEW OLD
SOUTH, AND OPPOSITE TRINITY
(PHILLIPS BROOKS') CHURCH.

BARNES & DUNKLEE.

- - - -

Proprietors.

RETURNING: Leave Chelsea Ferry, passing through Hanover, Washington, Summer, and Chauncy streets to Harrison Avenue, Dover and Washington streets to Norfolk House.

First car in leaves Norfolk House at 5.45 A. M. First car out leaves Chelsea Ferry at 6.30 A. M. These cars run every 15 min., till 7.10 P. M.; and every 30 min., till 10.20 P. M. Last car in leaves Norfolk House at 9.40 P. M. Last car out leaves Ferry at 10.30 P. M.

EAST BOSTON LINE.

Distance, $2\frac{1}{2}$ miles. Time, 30 minutes.

Leave North Ferry (East Boston side), passing through Sumner Street, Maverick Square, and Meridian Street to Bellingham Square, Chelsea. **RETURNING** by same-route.

First car out leaves North Ferry at 6 A. M. First car in leaves Bellingham Square at 5.30 A. M. These cars run every 7 minutes. Last car out leaves North Ferry (East Boston side) at 12 P. M. Last car in leaves Bellingham Square at 11.30 P. M.

EAST BOSTON LINE.

LEXINGTON STREET BRANCH.

Distance, $1\frac{1}{4}$ miles. Time, 15 minutes.

Leave North Ferry (East Boston side), passing through Sumner Street, Maverick Square, Meridian and Lexington streets to station. **RETURNING** by same route.

First car out leaves North Ferry at 6 A. M. First car in leaves Lexington Street station at 5.45 A. M. These cars run every 7 and 15 minutes. Last car in leaves Lexington Street station at 11.15 P. M. Last car out leaves North Ferry at 11.30 P. M.

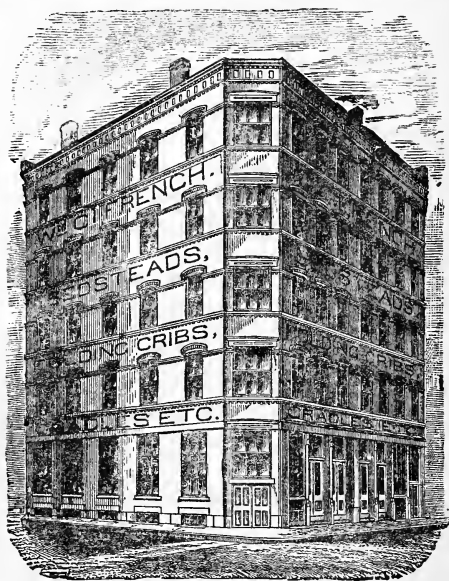
Checks are given on this line good for the full length of the East Boston Ferry line on payment of a single fare or ticket. Passengers must pay their own ferry fares.

WEST END LINE.

Distance, round trip, 5 miles. Time, 1 hour.

Cars leave station at corner of Washington and Northampton streets, passing down Washington Street to Temple Place, Tremont Street to Scollay Square, Court Street to Bowdoin Square, Green, Chambers, Cambridge, Charles, Boylston, Berkeley, and Tremont streets to Northampton Street, to station. **RETURNING:** Leave station, passing through Northampton to Tremont Street, Berkeley, Boylston, Charles, and Cambridge streets, Bowdoin Square, Court Street to Scollay Square, Cornhill, Washington, Summer, and Chauncy streets to Harrison Avenue, Dover and Washington streets to station.

WM. C. FRENCH,
Manufacturer of
HARD WOOD COTTAGE, and FRENCH
BEDSTEADS,



Folding Cribbs, Patent Bow Cradles.

80, 82 and 84 FULTON STREET, COR. RICHMOND STREET.

The largest stock and best variety in the country.

First car in leaves station, *via* Tremont Street, at 7 A. M. First car in leaves station, *via* Washington Street, at 7 A. M.

Last car in leaves station at 11 P. M. Last car out leaves Bowdoin Square at 11.30 P. M. Run on 10-minute time.

BEACON STREET TRANSFER LINE.

Distance, $1\frac{1}{4}$ miles. Time, 10 minutes.

Leave station corner Northampton and Washington streets, passing through Northampton Street and Columbus Avenue to station on West Chester Park. RETURNING by same route.

First car leaves Washington Street at 7.15 A. M. First car leaves West Chester Park at 7.30 A. M. These cars run every 15 minutes. Last car leaves Washington Street at 11 P. M. Last car leaves West Chester Park at 11.15 P. M.

ATLANTIC AVENUE TRANSFER LINE.

Distance, $1\frac{1}{2}$ miles. Time, round trip, 15 minutes.

Leave corner Summer and Washington streets, passing through Summer Street and Atlantic Avenue to Rowe's Wharf. RETURNING: Leave Rowe's Wharf, passing through High, Oliver, Franklin, and Washington streets to corner of Summer Street.

EGLESTON SQUARE TO TEMPLE PLACE.

Distance, $4\frac{1}{2}$ miles. Time, 45 minutes.

Leave station on School Street (Ward 23), passing through Washington Street to Temple Place. RETURNING: Leave Temple Place, passing through Tremont, Dover, and Washington streets to station on School Street (Ward 23).

First car in leaves School Street station (Ward 23) at 5 A. M. First car out leaves Temple Place at 5.45 A. M. These cars run every 10 or 15 minutes. Last car in leaves School Street station (Ward 23) at 11.05 P. M. Last car out leaves Tremont House at 11.45 P. M.

MEETING-HOUSE HILL.

DORCHESTER TO TEMPLE PLACE.

Distance, $4\frac{3}{4}$ miles. Time, 45 minutes.

Leave Bellevue Street, passing through Bowdoin, Hancock (Upham's Corner), Dudley, Dearborn, Eustis, and Washington streets to Temple Place. RETURNING: Leave Temple Place, passing through Tremont, Dover, Washington, Eustis, Dearborn, Dudley, Hancock, and Bowdoin streets to Bellevue Street.

BOSTON BELTING CO.

The OLDEST Company in the UNITED STATES, with Works the LARGEST in the WORLD, devoted EXCLUSIVELY to the Manufacture of

Rubber Goods for Mechanical Uses.

INCORPORATED 1845.



GOLD AND SILVER MEDALS (HIGHEST PRIZES) AWARDED by the Massachusetts Charitable Mechanic Association, for new and superior goods, at their 13th Exhibition, in Boston, October, 1878.

Also, Diplomas and Medals of "SUPERIORITY," awarded by the American Institute, New York, 1879.



ORIGINAL MANUFACTURERS OF

PATENT STRETCHED AND SMOOTH SURFACE RUBBER BELTING.

Also, Steam Packing, Engine Hose, Steam, Tanners' and Brewers' Hose, and India Rubber Goods of every description.

DECKLE STRAPS AND RUBBER ROLLS,

For PAPER MAKERS' use, a SPECIALTY, made by a process EXCLUSIVELY OUR OWN, and SUPERIOR to any other.

—PATENT RUBBER-LINED HOSE.—

E. S. CONVERSE, President.
WM. H. FURBER, Treasurer and Gen'l Manager.
J. B. FORSYTH, Manufacturing Agent.

222 to 226 Devonshire Street, BOSTON.

First car in leaves Bellevue Street at 6.20 A. M. First car out leaves Temple Place at 7.05 A. M. These cars run every 30 minutes till 10.20 P. M. Last car in leaves Bellevue Street at 10.20 P. M. Last car out leaves Tremont House at 11.10 P. M.

GROVE HALL.

DORCHESTER TO TEMPLE PLACE.

Distance, $5\frac{1}{4}$ miles. Time, 55 minutes.

Leave station, near Dr. Means's church, passing through Washington Street (Ward 24) to Grove Hall, Warren and Washington streets to Temple Place. RETURNING: Leave Temple Place, passing through Tremont, Dover, Washington, and Warren streets to Grove Hall, and Washington Street (Ward 24) to station.

First car in leaves station at 6.10 A. M. First car out leaves Temple Place at 7.05 A. M. These cars run every 15 minutes till 8 P. M.; then, every 30 minutes. Last car in leaves station at 10.05 P. M. Last car out leaves Tremont House at 11 P. M.

FOREST HILLS.

TO TEMPLE PLACE.

Distance, $5\frac{1}{4}$ miles. Time, 1 hour.

Leave Forest Hills station, passing through Washington Street to Temple Place. RETURNING: Leave Temple Place, passing through Tremont, Dover, and Washington streets to Forest Hills.

First car in leaves Forest Hills station at 6.45 A. M. First car out leaves Temple Place at 7.45 A. M. Last car in leaves Forest Hills at 10.37 P. M. Last car out leaves Tremont House at 11.15 P. M. Run on 15-minute time in summer, and 30-minute time in winter.

MOUNT PLEASANT.

UPHAM'S CORNER TO SCOLLAY SQUARE.

Distance, $3\frac{1}{2}$ miles. Time, 40 minutes.

Leave Upham's Corner, passing through Dudley, Dearborn, Eustis, and Washington streets to Temple Place, Tremont Street to Scollay Square. RETURNING: Leave Scollay Square, passing through Tremont, Dover, Washington, Eustis, Dearborn, and Dudley streets to Upham's Corner.

First car in leaves Upham's Corner at 3.45 A. M. in summer, and 5.45 in winter. First car out leaves Scollay Square at 6.30 A. M. Last car in leaves Upham's Corner at 11.25 P. M. Last car out leaves Scollay Square at 12 P. M. Run on 5, 10, and 15 minute time, according to demand.

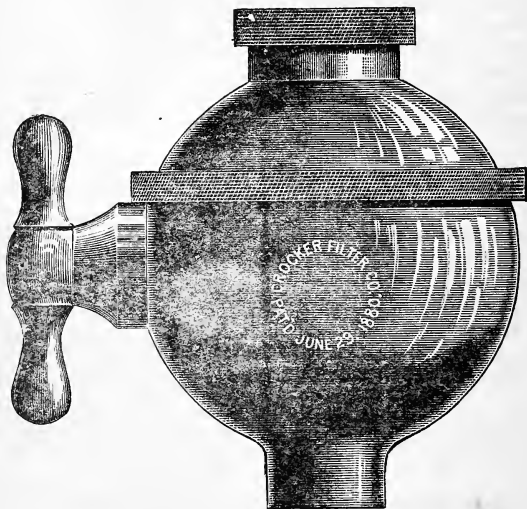
CROCKER

Reversible Self-Packing & Self-Cleansing WATER FILTER.

(Patented June 29, 1880, and January 4, 1881.)

AN ABSOLUTE NECESSITY.

No family should be without one of these Filters. Users of Steam Boilers, and Manufacturers desiring CLEAR WATER, will find it INVALUABLE.



DOMESTIC FILTER.

Readily cleansed without removing from connections.

Allows a *full and free* flow of water without filtration when desired.

Don't purchase any Filter without first examining this. *We guarantee durability and satisfaction in every case.*

Made in four sizes for Domestic purposes, and in five sizes for Water Mains and Manufacturing purposes.

RETAIL STORE 150 TREMONT STREET.

For further particulars, address

CROCKER FILTER CO., - - 174 HIGH STREET, BOSTON.

DORCHESTER AVENUE, via MOUNT PLEASANT, TO MILK STREET.

Distance, 6 miles. Time 50 minutes.

Leave Park Street station on Dorchester Avenue, to Savin Hill Avenue, through Stoughton, Dudley, Dearborn, Eustis, Washington to Milk Street. RETURNING through Hawley, Summer, and Chauncey streets, Harrison Avenue, Dover and Washington streets to Eustis.

BEACON STREET LINE.

Distance, $1\frac{1}{2}$ miles. Time, 25 minutes.

Leave station on West Chester Park, passing through Marlborough, Clarendon, Boylston, and Tremont streets to Scollay Square. RETURNING by same route.

First car in leaves West Chester Park at 7.20 A. M. First car out leaves Scollay Square at 7.45 A. M. Last car in leaves West Chester Park at 11.05 P. M. Last car out leaves Scollay Square at 11.30 P. M. Run, on irregular time to meet the pressure of travel morning and evening.

BROOKLINE TO TREMONT HOUSE.

Distance, $3\frac{1}{2}$ miles. Time, 45 minutes.

These cars leave Walnut Street station, passing through Washington Street (Brookline) and Tremont Street (Boston) to Tremont House. RETURNING: Leave Tremont House, passing through Tremont Street (Boston) and Washington Street (Brookline) to Walnut Street station.

First car in leaves Walnut Street station at 6.05 A. M. First car out leaves Tremont House at 6.50 A. M. These cars run once in 20 min., till 7 A. M.; once in 10 min., till 9 A. M.; once in 15 min., till 2 P. M.; once in 10 min., till 7 P. M.; once in 15 min., till 10.15 P. M. Last car in leaves Walnut Street station at 10.45 P. M. Last car out leaves Tremont House at 11.30 P. M.

JAMAICA PLAIN TO TREMONT HOUSE.

Distance, 5 miles. Time, 50 minutes.

Leave station on Centre Street, passing through Centre, Pynchon, and Tremont streets to Tremont House. RETURNING by same route.

First car in leaves Centre Street at 5.15 A. M. First car out leaves Tremont House at 6.05 A. M. Last car in leaves Centre Street at 10.40 P. M. Last car out leaves Tremont House at 11.30 P. M. Run on 7 and 15 minute time.

CREIGHTON HOUSE.

\$2.50 PER DAY.

TREMONT STREET, BOSTON.

Near the Common, Providence, Boston and Albany and Old Colony Railroad Stations.

Enlarged, Refurnished, and Improved.

**SUPERIOR PASSENGER ELEVATOR; CENTRALLY LOCATED,
IN THE NEIGHBORHOOD OF PLACES OF PUBLIC
INTEREST, THEATRES, STORES, ETC.**

**Street-Cars Pass the Door to all Points of Interest,
Beaches, Etc.**

WILLIAM HILL,
Easthampton, Mass.,
PROPRIETOR.

T. R. HILL,
Boston, Mass.,
MANAGER.

Located on Tremont Street, Nos. 245 and 247, near Eliot Street. This Hotel is six stories high, with all modern improvements; heated by steam, unexceptional table, and first-class in all its appointments, kept on the American plan, at prices from \$2.50 to \$3.50 per day, according to location of room. Special rates for parties, for commercial travellers, and families. The house is under the management of T. R. HILL.—Mr. Wm. HILL, of Hill's Mansion House, Easthampton, Mass., Proprietor.

FIELD'S CORNER, DORCHESTER,**TO CORNER MILK AND WASHINGTON STREETS.**

Distance, 4 miles. Time, 45 minutes.

Leave Field's Corner, passing through Dorchester Avenue, Federal, Summer, and Washington streets to corner of Milk Street. RETURNING: Leave corner of Milk and Washington streets, passing through Milk, Hawley, Summer, and Federal streets to Dorchester Avenue, to Field's Corner.

First car in leaves Field's Corner at 3.45 A. M. in summer, and 5.50 A. M. in winter. First car out leaves corner of Milk and Washington streets at 6.35 A. M. Run on 10-minute time. Last car in leaves Field's Corner at 10.50 P. M. Last car out leaves corner of Summer and Washington streets at 11.30 P. M. After 9 P. M. these cars run to corner of Summer and Washington streets.

MILTON LOWER MILLS**TO CORNER MILK AND WASHINGTON STREETS.**Distance, $5\frac{1}{2}$ miles. Time, 1 hour.

Leave Milton Lower Mills, and pass over the same route as Field's Corner line, of which this line is merely a continuation.

First car in leaves Milton Lower Mills at 7 A. M. First car out leaves corner of Milk and Washington streets at 8 A. M. Last car in leaves Milton Lower Mills at 9 P. M. Last car out leaves corner of Summer and Washington streets at 10 P. M. Run every 30 minutes in summer, and every hour in winter, on even hours.

NIGHT CARS.

These cars run on the following time all the year round: —

Tremont Crossing, inward, 12.30, 1.30, 2.30, 3.30, 4.30, 5.30 A. M.

Tremont House, outward, 1, 2, 3, 4, 5, 6 A. M.

Washington Street, cor. Dudley, inward, 12 P. M., 1, 2, 3, 4, 5 A. M.

State Street, outward, 12.30, 1.30, 2.30, 3.30, 4.30, 5.30 A. M.

NOTE.

Horse cars leave for Northern Depots, Chelsea Ferry, and East Boston from the Tremont House or Temple Place every few minutes. Also, for Beacon Street, Lenox Street, Jamaica Plain, Brookline, Forest Hills, Grove Hall, Mount Pleasant, Dorchester, Egleston Square, and other points in the Roxbury and Dorchester suburbs.

L. A. ELLIOT & CO.

Established 1856.

HAVE LATELY REMOVED TO

538 WASHINGTON STREET.

PICTURES

Of every Description.

FRAMES MADE TO ORDER.

SURPLUS STOCK SELLING AT OLD STAND,

594 Washington Street,

AT PRICES BELOW COST.

NEW PACIFIC HOUSE,

STONY BEACH, NANTASKET, MASS.,

AND

United States Hotel,

NEWPORT, R. I.,

Corner Thames and Pelham Streets.

WM. B. HATHAWAY, - - Proprietor.

Special Rates to Commercial Travellers.

HORSE CARS RUNNING FROM SOUTH BOSTON TO THE CITY PROPER.

SOUTH BOSTON RAILWAY.

Transfer checks, good for any six-cent fare on all non-competing lines, are sold at eight cents each.

CITY POINT LINE.

Distance, $3\frac{1}{2}$ miles. Time, 38 minutes.

Leave Sixth Street stable, passing through Sixth, P, Fourth, Emerson, and Dorchester streets to Broadway, Federal, Kneeland (Old Colony Depot), South, Beach (Boston and Albany Depot), Washington, Milk, Congress, State, and Devonshire streets, crossing Washington, to Brattle Street. RETURNING: Leave Brattle Street, passing through Washington, Summer, and Chauncy streets to Harrison Avenue, Beach Street (Boston and Albany Depot), U. S. Hotel, and Federal Street to Broadway, Dorchester, Emerson, Fourth, and P streets to Sixth Street stable. *

First car in leaves stable at 6 A. M. First car-out leaves Brattle Street at 6.38 A. M. These cars run every 10 minutes till 7 P. M.; every 12 minutes till 8 P. M.; and every 15 minutes till 11 P. M. Last car to Brattle Street leaves stable at 6.20 P. M. After this time these cars run to Scollay Square. Last car in for Scollay Square leaves stable at 11 P. M. Last car out leaves Scollay Square at 11.38 P. M.

Passengers receive checks for Northern Depots on payment of one fare.

CITY POINT, via BAY VIEW.

Distance, $3\frac{1}{2}$ miles. Time, 40 minutes.

Leave Sixth Street stable, passing through Sixth, K, Eighth, E, and Sixth streets to Dorchester Avenue, Federal, Kneeland (Old Colony Depot), South, Beach (Boston and Albany Depot), Washington, Milk, Congress, State, and Devonshire streets, crossing Washington to Brattle Street. RETURNING: Leave Brattle Street, passing through Washington, Summer, and Chauncy streets to Harrison Avenue, Beach to Federal Street, and then *via* inward route to stable.

NO FEE UNTIL CURED.



Showing the Manner of Inhaling.

ALL who are troubled with Deafness, Catarrh, Asthma, Consumption, Hay Fever, Bronchitis, Coughs, Colds, Nervousness, Loss of Sleep, Diseases of the Blood, Rheumatism, Neuralgia, Headache, Diseases of the Liver and Kidneys, Dyspepsia and Affections of the Lungs and Air Passages, of no matter how long standing, should try Dr. JUDGE'S Oxy-Hydrogenated Air. All diseases treated

Send stamp for pamphlet with home references and questions to answer. No charge for consultation by mail or in person. Pat-

tients treated equally well at a distance. Dr. J. D. JUDGE & CO., Physicians, 79 Beach Street, Boston, Mass., opposite United States Hotel.

DR. JUDGE'S ANTI-LEAN.



BEFORE.

AFTER.

THE Great Blood Purifier, Appetizer and Fattening Remedy, a sure cure for Dyspepsia.

It makes the skin smooth, soft and fresh, the eyes bright and sparkling, the cheeks plump and rosy, the breath pure and sweet.

It gives a healthy complexion and a good circulation.

It promotes vigor in the organs which depend for health on the involuntary muscular action, viz., the liver, lungs, heart, stomach and genitals.

The greatest known remedy for General Debility, Nervous Prostration, Seminal Weakness and all Female Complaints. Price \$1 per bottle.

For sale by all druggists, or sent by express on receipt of price. Dr. J. D. JUDGE & CO., Proprietors, 79 Beach Street, Boston, Mass.

Send for circular. Consultation on all diseases, by mail or in person, free of charge.

First car in leaves Sixth Street stable at 6 A. M. First car out leaves Brattle Street at 6.40 A. M. These cars run on 8, 10, and 12 minute time during the day, and every 15 minutes during the evening. Last car to Brattle Street leaves stable at 6.24 P. M. After this time these cars run through Scollay Square *via* Temple Place and Tremont Street. Last car in leaves stable at 11 P. M. Last car out leaves Scollay Square at 11.40 P. M.

Passengers receive checks for Northern Depots on payment of one fare.
Passengers receive checks for Dover Street on payment of one fare.

DEPOT LINE.

Distance, $1\frac{3}{4}$ miles. Time, 20 minutes.

Leave Old Colony Depot, passing through Kneeland, South, Beach (Boston and Albany Depot), Washington, Milk, Congress, State, Devonshire, and Washington streets, passing Maine Depot, Haverhill Street to Fitchburg, Lowell, and Eastern depots. RETURNING: Leave Northern Depots, passing through Causeway, Portland, Merrimac, Washington, Summer, and Chauncy streets to Harrison Avenue, Beach (Boston and Albany Depot), Federal, and Kneeland streets to Old Colony Depot.

First car leaves Old Colony Depot at 6.15 A. M. First car leaves Northern Depots at 6.35 A. M. These cars run on 10-minute time all day. Last car leaves Old Colony Depot at 7 P. M. Last car leaves Northern Depots at 7.20 P. M.

Passengers receive checks to any part of South Boston on payment of one fare.

Do not run in the evening.

DORCHESTER STREET LINE.

Distance, $1\frac{1}{2}$ miles. Time, 26 minutes.

Leave corner of Dorchester Street and Broadway, passing through Broadway, Federal, Kneeland, South, Beach (Boston and Albany Depot), Washington, Milk, Congress, State, Devonshire, crossing Washington, to Brattle Street. RETURNING: Leave Brattle Street, passing through Washington, Summer, and Chauncy streets to Harrison Avenue, Beach and Federal streets to Broadway, to corner of Dorchester Street.

First car in leaves corner of Broadway and Dorchester Street at 8.10 A. M. First car out leaves Brattle Street at 8.36 A. M. These cars run every 10 minutes. Last car to Brattle Street leaves at 6.30 P. M. After this time these cars run through Scollay Square *via* Temple Place and Tremont Street, and continue their route to office, 715 Broadway.

Passengers receive checks for City Point and Northern Depots on payment of one fare.

B. F. BROWN & CO. BOSTON, MASS.



Highest award & only Medal
for Shoe Dressing, etc.,
at Paris Exposition, 1878.



Manufacturers of the Celebrated
FRENCH DRESSING
And **Satin Polish.**



None Genuine without Paris Medal on Bottle. Beware of Imitations.
Army and Navy Blacking, and all kinds of Blackings and Dressings for Leather.

C. F. AUSTIN & CO.

MANUFACTURERS OF

PILOT AND NAVY BREAD. ALL KINDS OF CRACKERS.

CRACKERS.

16 COMMERCIAL ST. BOSTON, MASS.

CRACKERS.

DOVER STREET LINE.

Distance, $3\frac{1}{4}$ miles. Time, 33 minutes.

Leave Sixth Street stable, passing through P, Fourth, and K streets to Broadway (*via* Mt. Washington), Division, Foundry, Dover, and Berkeley streets to Columbus Avenue, to Providence Depot. RETURNING: Leave Providence Depot, passing through Columbus Avenue, Berkeley, Dover, Fourth, and C streets to Broadway, K, Fourth, and P streets to station.

First car in leaves stable at A. M. First car out leaves Providence Depot at 6 34 A. M. These cars run on 8, 10, and 12 minute time till 11 P. M., then 11.30 and 12. Last car in leaves at 12 P. M. Last cars out leave at 12 and 12.30.

Passengers receive checks for Northern Depots on payment of one fare.

MOUNT WASHINGTON LINE.

Distance, $2\frac{3}{4}$ miles. Time, 33 minutes.

Leave office, 715 Broadway, passing through Broadway, Federal and Kneeland streets (Old Colony Depot), South and Beach streets (Boston & Albany Depot), Washington, Boylston, and Tremont streets to Scollay Square. RETURNING: Leave Scollay Square, passing through Cornhill, Washington, Summer, and Chauncy streets to Harrison Avenue, Beach and Federal streets to Broadway, to station.

First car in leaves office at 5.30 A. M. First car out leaves Scollay Square at 6.03 A. M. These cars run on 10-minute time. Last car in leaves office at 10.46 P. M. Last car out leaves Scollay Square at 11.20 P. M.

OFFICE LINE.

Distance, 3 miles. Time, 32 minutes.

Leave K Street, passing through Broadway, Emerson and Dorchester streets to Broadway, Federal, Kneeland, South, Beach, and Washington streets to Summer Street. RETURNING: Leave Summer Street, passing through Chauncy Street to Harrison Avenue, Beach and Federal streets to Broadway, Dorchester and Emerson streets to Broadway, K Street to station.

First car in leaves K Street at 7.04 A. M. First car out leaves Brattle Street at 7.36 A. M. These cars run every 10 minutes. Last car for Brattle Street leaves K Street at 7 P. M. After this time these cars run through Scollay Square, *via* Temple Place and Tremont Street. Last car in leaves at 11.40 P. M. Last car out leaves Scollay Square at 12 13 A. M.

P. S. One night car leaves South Boston, City Point, on the hour, at 12 P. M. And from Old South on the half hour, continuing till 5 A. M. Last car leaves Old South 5.30.

M. ENGELHARDT & CO.

GERMAN
FRENCH
NATIVE
WINE
FINE
LIQUORS
CORDIALS, &c. &c.

123 & 124
TREMONT ST.



AN ELEGANT
Restaurant
FOR
Ladies and
Gentlemen.
AMPLE ROOMS
FOR
LARGE & SMALL
PARTIES.

BOSTON
MASS.

WHOLESALE & RETAIL DEALERS

For South Boston or Southern Depots take cars of this line north of Essex Street for single fare.

All South Boston cars run on Sunday *via* Washington Street through Temple Place to Scollay Square.

Cars for Northern Depots leave office in South Boston every 12 minutes from 9 A. M. to 7 P. M.

NOTE.

From the Old South, corner of Milk and Washington streets, cars leave for Milton Lower Mills and South Boston.



SAMPLES OF THIS SILK,

AND AN

Illustrated Book of Rules
for using the same,

Sent on receipt of a 3-cent stamp.

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NONOTUCK SILK CO., FLORENCE, MASS.

Sold by Leading Dealers.

HATS AND FURS.

JOSEPH A. JACKSON,

Hatter and Furrier,

412 WASHINGTON STREET, - - - BOSTON.

HATS.

Always in stock a superior assortment of first quality and latest style Hats, made expressly for our retail trade.

HATS FOR YOUNG MEN A SPECIALTY.

FURS.

We make to order Seal Sacques from the finest skins, with specially desirable features of finish; also, silk fur-lined garments in all the fashionable styles, plain and elaborate.

Fancy Robes, Fur Trimmings, Muffs and Collars.

Fur work carefully and promptly done upon reasonable terms.

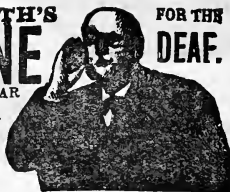
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EARPHONE

Enables the DEAF to HEAR
by the Ear and Trifacial
Nerve, Sounds and Conversa-
tions otherwise beyond
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Circulars sent on receipt
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FOR THE
DEAF.



By the use of this instrument, which is light and convenient to carry, those who are afflicted by deafness can hear distinctly the slightest sound.

Sent C. O. D. with privilege of three days' trial before the money is remitted by the Express Company; the Express Agent at the town where the Earphone is sent, being instructed to refund the full amount if the instrument is returned to him in that time.

Every one interested in this subject should call and examine, or send for full particulars, which will be sent on receipt of letter enclosing stamp.

W. C. ROGERS,

No. 99 Court Street,

Room 4.

BOSTON, MASS.

HORSE CARS RUNNING FROM THE SOUTH TO THE CITY PROPER

HIGHLAND STREET RAILWAY.

TO CORNHILL.

WARREN STREET AND CORNHILL.

Distance, $3\frac{1}{2}$ miles. Time, 35 minutes.

These cars leave corner of Woodbine and Warren streets, pass through Warren and Dudley streets, Guild Row, Roxbury Street, Shawmut Avenue, Tremont Street to Cornhill. RETURNING: Leave Cornhill, passing through Washington Street, Temple Place, Tremont Street, Shawmut Avenue, and same as above.

First car in from Woodbine Street, 6.18 A. M. First car out from Cornhill, 6.53 A. M. Run on 10-minute time. Last car in, 10.18 P. M. Last car out, 10.53 P. M. After 7 P. M. these cars run to Grove Hall and Oakland Garden during the summer season.

MOUNT PLEASANT AND CORNHILL.

Distance, 4 miles. Time, 38 minutes.

These cars leave corner Woodbine Street and Blue Hill Avenue, passing through Blue Hill Avenue, Dudley Street, Guild Row, Roxbury Street, Shawmut Avenue, Tremont Street to Cornhill. RETURNING: Leave Cornhill, passing through Washington Street, Temple Place, Tremont Street, Shawmut Avenue, and as before.

First car in from Mount Pleasant, 4.35 A. M. First car out from Cornhill, 5.05 A. M. Last car in from Mount Pleasant, 10.42 P. M. Last car out from Cornhill, 11.20 P. M. Run on 10-minute time.

NORTHAMPTON STREET AND CORNHILL.

Distance, 2 miles. Time, 20 minutes.

“PROVIDENCE DEPOT.”

These cars leave corner Northampton and Tremont streets, passing through Columbus Avenue, Park Square, Boylston and Tremont streets to Cornhill. RETURNING: Leave Cornhill, passing through Washington Street and Temple Place to station by same route.

FAIRBANKS' STANDARD SCALES

Absolute Accuracy,
Sensitive Action.



Unvarying Accuracy,
Durability.

Are the NECESSITIES of a
PERFECT WEIGHING MACHINE.

All these requisites are to be found only in

FAIRBANKS' STANDARD SCALES.

They are made in every variety, adapted to all uses, and with **EVERY IMPROVEMENT** which the skill and experience of a half-century in the business can suggest. The aim of the manufacturers has always been to secure and adopt

EVERY REAL IMPROVEMENT,

and they now own over fifty valuable patents, utilized in their many styles of scales. None but the very best materials and the most skilful labor enter into construction, so that starting with correct and fully tried principles, the results are the production of only perfectly reliable goods.

The entire value of the Weighing Scale depends upon its accuracy and reliability at all times, and any but the best are not only worthless, but may cause a heavy loss to the user.

**83 Milk Street (Post Office Square),
BOSTON.**

FAIRBANKS, BROWN & CO.

311 Broadway, New York,

FAIRBANKS & CO.

First car in, 6.25 A. M. First car out from Cornhill, 6.45 A. M. Last car in, 11.45 P. M. Last car out, 12.05 A. M. Run on 5-minute time.

GROVE HALL AND TEMPLE PLACE.

Distance, 4 miles. Time, 40 minutes.

These cars leave Grove Hall, corner of Warren Street and Blue Hill Avenue, pass through Warren and Dudley streets, Guild Row, Roxbury Street, Shawmut Avenue, Tremont, Eliot, and Washington streets to Temple Place. RETURNING: Leave Temple Place, passing through Tremont Street, *via* route as above, to station.

First car in from Grove Hall, 5.30 A. M. First car out from Temple Place, 6.05 A. M. Last car in from Grove Hall, 11.30 P. M. Last car out from Cornhill, 12.15 A. M.

NORTHAMPTON STREET AND TEMPLE PLACE.

Distance, $1\frac{3}{4}$ miles. Time, 18 minutes.

These cars leave Northampton Street, passing through Columbus Avenue, Eliot and Washington streets to Temple Place. RETURNING: Leave Temple Place, passing through Tremont and Boylston streets to Columbus Avenue, Northampton Street to station.

First car leaves Northampton Street at 11.23 A. M. First car out leaves Temple Place at 11.41 A. M. Last car in leaves Northampton Street at 7.18 P. M. Last car out leaves Temple Place at 7.36 P. M. Run on 10-minute time.

DUDLEY STREET AND MAINE DEPOT.

Distance, $3\frac{1}{2}$ miles. Time, 35 minutes.

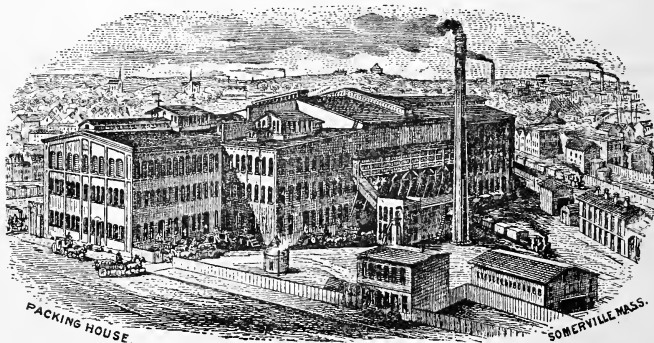
These cars leave passenger office, 146 Dudley Street, passing through Guild Row, Roxbury Street, Shawmut Avenue, Northampton Street, Columbus Avenue, Park Square, Boylston and Tremont streets, Scollay Square, Hanover and Washington streets to Maine Depot. RETURNING: *via* Sudbury Street, Scollay Square, and Tremont Street, *via* same route.

First car in for depot, 6 A. M. First car out from depot, 6.35 A. M. Last car in, 7.35 P. M. Last car out, 8.10 P. M. Run on 10-minute time.

These cars continue to run *via* Cornhill, over same route, until 11.35 P. M. Signal light for Cornhill and Dudley Street, blue.

These cars run every evening and Sunday afternoons to Oakland Garden, *via* Warren Street and Blue Hill Avenue, alternate, in the summer season.

CHARLES H. NORTH & CO.
PACKERS AND CURERS OF
PORK, BEEF, LARD, HAMS,
BACON,



Live and Dressed Hogs, &c., &c.

OFFICE, 27 and 29 FANEUIL HALL MARKET;
STORE, 33 and 34 NORTH MARKET ST.,

Charles H. North,
S. Henry Skilton,
Luman E. Conant.

BOSTON, MASS.

OAKLAND GARDEN AND MAINE DEPOT.

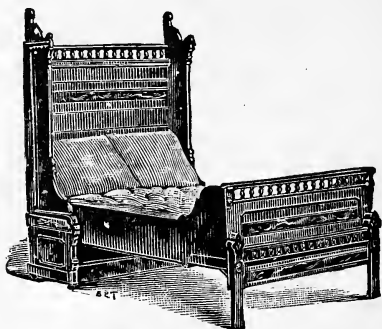
Distance, 5 miles. Time, 50 minutes.

These cars leave Oakland Garden, corner Columbia Street and Blue Hill Avenue, passing through Blue Hill Avenue, Dudley Street, Guild Row, Roxbury Street, Shawmut Avenue, Tremont Street, Scollay Square, Hanover and New Washington streets to Maine Depot. RETURNING by way of Sudbury Street, Scollay Square, Tremont Street, Shawmut Avenue, and as above.

First car in from Oakland Garden, 7 A. M. First car out from Maine Depot, 7.50 A. M. Last car in, 6.06 P. M. Last car out, 6.56 P. M. Run on 20-minute time. After this time these cars run on 15-minute time, *via* Cornhill, till 10.14 P. M.

UNION HORSE-RAILROAD. — Cambridge checks or transfers are good only in cars that pass through Bowdoin Square. They are good only as follows: From Bowdoin Square to Boylston Street, or return; from Bowdoin Square to northern depots, or return.

HENRY L. ALBEE & CO.,
MANUFACTURERS OF
PARLOR BEDS and BEDDING,



PARLOR BED.

SOFA AND LOUNGE BEDS,



SOFA BED.

MATTRESSES, PILLOWS, COMFORTERS AND COTS.

HENRY L. ALBEE & CO.,
36 Washington Street, - BOSTON.

HORSE CARS RUNNING FROM THE NORTH TO THE CITY PROPER.

MIDDLESEX RAILROAD.

CHARLESTOWN NECK AND SOUTHERN DEPOTS.

Distance, $3\frac{3}{8}$ miles. Time, 37 minutes.

These cars leave Franklin Street, East Somerville, passing through Broadway, East Somerville, Main Street and City Square, Charlestown, over Warren Bridge, through Beverly Street, Haymarket Square (Boston & Maine Depot), Washington, Summer, Lincoln, and Beach streets to Southern Depots. RETURNING *via* Beach, Boylston, and Tremont streets, Cornhill, Washington Street (Boston & Maine Depot), Haverhill and Causeway streets, Warren Bridge, Park and Warren streets, over same route back to station.

First car leaves Franklin Street, East Somerville, 5.30 A. M. Last car, 11.20 P. M. First car leaves Southern Depots at 6.50 A. M. Last car, 11.54 P. M. Run on 10-minute time.

CHARLESTOWN NECK AND TEMPLE PLACE.

Distance, $2\frac{3}{8}$ miles. Time, 31 minutes.

These cars leave Franklin Street, East Somerville, passing through Broadway, East Somerville, Main Street and City Square, Charlestown, Warren Bridge, Beverly Street, Haymarket Square, and Washington Street to Temple Place. RETURNING *via* Tremont Street, Cornhill, Washington Street, Haymarket Square, Charlestown Street, Charles River Bridge, City Square, Park, Warren, and Main streets (Charlestown), Broadway (East Somerville), to Franklin Street.

First car leaves Franklin Street, 6.07 A. M. Last car, 10.30 P. M. First car leaves Temple Place, 6.38 A. M. Last car, 11 P. M. Run on 10-minute time.

BUNKER HILL AND TEMPLE PLACE.

Distance, $2\frac{3}{8}$ miles. Time, 24 minutes.

Cars leave stable on Bunker Hill Street, head of Sullivan Street, passing through Bunker Hill and Chelsea streets to City Square, Warren

WHITE STORE.**HENRY A. BROCK,**

Wholesale and Retail Dealer in Fine

Imported and Domestic Cigars.**SMOKE H. A. B. Noriega.****H. A. B. Regalia.****H. A. B. Londres Fino.****H. A. B. Conchas Esp.**

This is the place to buy good Cigars at Low Prices.

Nos. 19 Water Street and 22 Spring Lane, Boston.

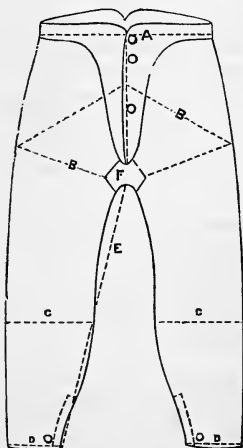
Smoke the Gauntlet half-dime Cigar, also La Gracia.

THE "HUB" WRAPS AND DRAWERS,

Patented Aug. 8, 1871,

Have many superior advantages over all others. Letter F, in cut, shows the *Patented Suspensory Gore*, which removes all disagreeable points, such as seams, extra cloth and tightening over the knee; it removes the unpleasant feeling experienced in all others, both foreign and domestic, and are indispensable for large men that appreciate comfort. Also, the wrap opening in front gives it a superiority of adjustment, as it fits loosely, it remains in position and is not so oppressive in warm weather as the light weights of merino fabric (and for winter wear has a chest protector attached which prevents colds, neuralgia, catarrh, pneumonia, etc.), as thousands will testify to their great value; to substantiate this I will give reference to patrons who comprise the best-known citizens of Boston, New York, New Haven, Providence, Worcester, Springfield, Portland, Portsmouth, etc.

Custom Shirts a Specialty; hand made, easy and perfect fitting, at short notice.

**"HUB" SHIRT EMPORIUM,**

383 Washington St. (opp. Franklin).

I. A. HOWE.

Bridge, Beverly and Washington streets to Temple Place. RETURNING *via* Tremont Street, Cornhill, New Washington Street, Haymarket Square, Charles River Bridge, City Square, Park, Henley, Chelsea, and Bunker Hill streets to stable.

First car leaves Bunker Hill Street, 5.52 A. M. Last car, 11.05 P. M. First car leaves Temple Place, 6.16 A. M. Last car, 11.29 P. M. Run on $7\frac{1}{2}$ -minute time.

UNION SQUARE AND TEMPLE PLACE.

Distance, $3\frac{1}{4}$ miles. Time, 40 minutes.

Cars leave Union Square, passing through Washington Street (Somerville), Cambridge and Main streets to City Square (Charlestown), Charles River Bridge, Beverly and Washington streets to Temple Place. RETURNING *via* Tremont Street, Cornhill, Washington Street, Haymarket Square, Charles River Bridge, City Square, Park, Warren, Main, and Cambridge streets (Charlestown), over same route to Union Square.

First car leaves Union Square, 6.20 A. M. Last car, 10.40 P. M. First car leaves Temple Place, 7 A. M. Last car, 11.20 P. M. Run on 20-minute time.

WINTER HILL AND SCOLLAY SQUARE.

Distance, $3\frac{1}{4}$ miles. Time, 35 minutes.

Cars leave Broadway, Winter Hill, opposite Sycamore Street, passing through Broadway, Somerville, Main Street to City Square, Charlestown, Charles River Bridge, Charlestown Street, Haymarket Square, Sudbury Street to Scollay Square. RETURNING *via* Cornhill, Washington Street, Haymarket Square, Charlestown Street, Charles River Bridge, City Square, Park, Warren, and Main streets, Charlestown, Broadway, to Winter Hill.

First car leaves Winter Hill, 6.05 A. M. Last car, 10.50 P. M. First car leaves Scollay Square, 6.40 A. M. Last car, 11.25 P. M. Run on 15-minute time.

MALDEN AND BOSTON.

DIRECT LINE.

Distance, $5\frac{1}{2}$ miles. Time, 55 minutes.

Cars leave Malden, passing through Pleasant Street (Malden), Main Street (Everett), Malden Bridge, Main Street (Charlestown), and over the same route as Winter Hill line.

First car leaves Malden, 6.20 A. M. Last car, 6.20 P. M. First car leaves Scollay Square, 7.15 A. M. Last car, 7.15 P. M. Run on 30-minute time.

WARREN'S NATURAL ASPHALT ROOFING.

ANCHOR BRAND.

An outgrowth of over thirty-five
roofing, in both warm and cold cli-
years in New Eng-



years' experience in felt and gravel
mates, embracing about twenty-eight
land and Canada.

TRADE MARK.

The chief advantage of this Roofing consists in its *great durability*. This is due to the *remarkable fact* that the *Natural Asphalt materials* are *not injuriously affected by atmospheric agencies*; especially, that they *will not waste and become brittle*, like coal-tar materials, *by evaporation*.

This Roofing is already in extensive use on a large number of the most costly and elegant mercantile buildings, dwellings, manufactories, railroad buildings, etc., many of which are of great value and enormous dimensions; an aggregate of several millions of square feet of it having been laid within the last five years. We select the following from our numerous

REFERENCES.

Renfrew M'F'g Co., Adams, Mass.	136,000 square feet.
Pacific Mills, Lawrence, Mass.	37,000 "
Boston M'F'g Co., Waltham, Mass.	50,000 "
American Print Works, Fall River, Mass.	16,000 "
Merrick Thread Co., Holyoke, Mass.	30,000 "
Holyoke Water Power Co., Holyoke, Mass.	22,500 "
Holyoke Machine Co., Holyoke, Mass.	9,000 "
Washburn & Moen M'F'g Co., Worcester, Mass.	43,000 "
Harmony Mills, Cohasset, N. Y.	30,000 "
Victory Mills, Narragansett Co., N. Y.	13,000 "
Harbour Flax Spinning Co., Paterson, N. J.	13,000 "
Androsoggin Mills, Lewiston, Me.	3,000 "
Cabot M'F'g Co., Brunswick, Me.	3,700 "
Cutter M'F'g Co., Warren, E. I.	22,600 "
Union Wadding Co., Pawtucket, R. I.	5,500 "
Quinnebaug Co., Danielsonville, Conn.	48,000 "
Burlington Woolen Co., Winslow Falls, Vt.	26,700 "
N. Y. & N. E. R. R., Boston	140,000 "
Boston & Providence Railroad	10,000 "
Boston and Lowell Railroad	35,000 "
Philadelphia, Wilmington & Delaware Railroad	7,000 "
Penn. R. R. Warehouses, Jersey City, about 3½ acres of roof	170,000 "
St. Louis, Vandelin & Terre Haute R. R., Terre Haute, Ind.	40,000 "
Stevens' Building, 14 and 16 Wall Street, New York	6,000 "
Liverpool, London and Globe Ins. Building, cor. Pine and William Streets, New York	5,000 "
United Bank Building, Broadway and Wall Street, New York	6,000 "
Union League Club House, 5th Ave. and 39th Street, New York	3,400 "
Tiffany & Co.'s Jewelry Factory, 53 and 57 Prince St., New York	2,500 "
Abbott Downing Co.'s Store, cor. South 5th Ave. and Prince Street, New York	4,900 "
Westinghouse Air Brake Co., Pittsburgh, Pa.	10,000 "
American Oak Leather Co., Cincinnati, Ohio	120,000 "
J. H. Hobbs, Brockunier & Co., Glass Works, Wheeling, W. Va.	7,000 "

And buildings belonging, among many others, to—

Boston Herald, Boston, Mass.	A. T. Stewart & Co., New York.
Hon. Chas. Francis Adams, Boston, Mass.	U. S. Seventh Regiment, New Armory, New York.
Howard Bank, Boston, Mass.	Amos R. Eno, New York
Tremont Bank, Boston, Mass.	Hon. Peter Cooper, New York.
Nathl. J. Bradlee, Boston, Mass.	Josiah Jex, New York.
Parsons Paper Co., Holyoke, Mass.	Wm. B. Bennett & Son, Philadelphia.
Hon. Stephen Salisbury, Worcester, Mass.	Wm. Wood & Co., Philadelphia.
H. C. Wilcox, Meriden, Conn.	Hon. Zach. Chandler, Detroit, Mich.
Meriden Britannia Co., Conn.	Post & Co., Cincinnati, Ohio.
Conn. Mutual Life Ins. Co.	Opera House, Cleveland, Ohio.
Honoré Building, Chicago, Ill.	Scotfield Building, Cleveland, Ohio.
Chas. Mears, Chicago, Ill.	Cleveland Paper Co., Cleveland, Ohio.
E. H. Benoist, St. Louis, Mo.	Chandler & Taylor, Indianapolis, Ind.
Evening Wisconsin Building, Milwaukee.	German-American Bank, St. Paul, Minn.
Plankinton House, Milwaukee	Merchant's Hotel, St. Paul, Minn.
Federal Bank, London, Ont.	Morse Bros., Minneapolis, Minn.
J. R. Buell, St. John, N. B.	

USED BY MANY OF THE BEST ARCHITECTS AND LEADING BUILDERS.

SEND FOR PAMPHLET CIRCULAR.

WARREN CHEMICAL & M'F'G CO.

88 Maiden Lane, New York.

75 Milk Street, Boston.

ESTABLISHED 1855

INCORPORATED 1858.

MALDEN AND BOSTON, via EVERETT SQUARE.

Distance, $5\frac{1}{2}$ miles. Time, 1 hour.

Cars leave Malden, passing through Pleasant Street (Malden), Everett Square and School Street (Everett), Malden Bridge, and over same route as Winter Hill line.

First car leaves Malden, 6 A. M. Last car, 10 P. M. First car leaves Scollay Square, 7 A. M. Last car, 11 P. M. Run on 30-minute time on the even hours and half-hours.

This line and the preceding one constitute a 15-minute line between **Malder** and Boston.

NOTE.

From Scollay Square and Cornhill take cars for Winter Hill, Malden, **Everett**, Revere Beach, City Point, Charlestown, Lynn, and other line-.

MELVILLE GARDEN,

Downer Landing, Boston Harbor.

OPEN EVERY DAY EXCEPT MONDAY.

ONE OF

THE FINEST HARBOR RESORTS IN NEW ENGLAND.

The Garden contains First-class Restaurant, Bowling and Shooting Alleys, Billiard Tables, Patent Swings, Flying Horses, Camera Obscura, Menagerie, Bear Pit, etc.

ROW-BOATS AND YACHTS TO LET.

Rhode Island Clam Bake at 12.00, 4.00, and 6.30 o'clock.

DINNER TICKETS, 50 CENTS.

EDMANDS' BAND, DAY AND EVENING.

The Garden will be Illuminated every Evening with Twenty Electric Lights.

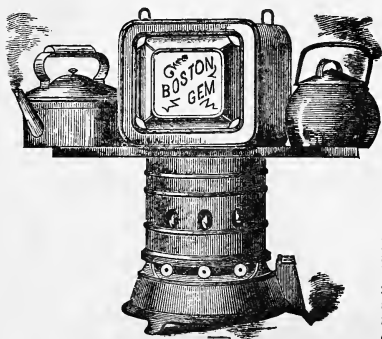
Take steamers of the Boston and Hingham Steamboat Company from Rowe's Wharf, Boston. For time table, see daily papers. Picnic Parties at reasonable rates.

J. D. SCUDDER,

104 WATER STREET, - - - - - BOSTON.

KITCHEN, HOTEL AND RESTAURANT GOODS,

STOVES, FURNACES AND RANGES.



Ice Cream Freezers, Water Coolers, Bathing Tubs, Plated Ware, Cutlery, etc.

Boston Gem Oil Stove

The best and cheapest. Do all your cooking for a trifling expense and get no heat in your rooms. Recommended by thousands, "citizens of worth," who testify to its superiority over all others. *Come to headquarters and see them in operation.*

F. MORANDI & SON,

Kitchen Furnishing Store,

50 UNION & 37 FRIEND STREET, BOSTON.

HORSE CARS RUNNING FROM THE NORTH TO THE CITY PROPER.

UNION RAILWAY.

HARVARD SQUARE TO BOWDOIN SQUARE.

HARVARD SQUARE LINE.

Distance, $3\frac{1}{2}$ miles. Time, 30 minutes.

These cars leave Harvard Square (Old Cambridge), passing through Main Street (Cambridge) and Cambridge Street (Boston) to Bowdoin Square. RETURNING through Green and Chambers streets, over same route.

First car leaves Harvard Square, 5 A. M. Last car leaves Harvard Square at 12 P. M. First car leaves Bowdoin Square, 5.30 A. M. Last car, 12.30 A. M. Cars run to Harvard Square every 4 minutes.

Night cars leave Harvard Square at 12 P. M., and 1, 2, 3, 4, 5, A. M. Night cars leave Bowdoin Square at 12.30, 1.30, 2.30, 3.30, 4.30, and 5.30 A. M.

These cars run direct to Harvard College, affording a good view of Charles River.

CAMBRIDGE TO BOWDOIN SQUARE.

NORTH AVENUE LINE.

Distance, 5 miles. Time, 50 minutes.

These cars leave station on North Avenue, passing through North Avenue and Main Street (Cambridge) and Cambridge Street (Boston) to Bowdoin Square. RETURNING *via* Green, Chambers, and Cambridge streets (Boston), over same route.

First car leaves station on North Avenue, 5.50 A. M. Last car, 10.50 P. M. First car leaves Bowdoin Square, 6.40 A. M. Last car, 11.40 P. M. Run on 15-minute time till 6.50 A. M.; 10-minute time till 6.50 P. M.; 15-minute time till 10.50 P. M. Sundays, first car leaves North Avenue at 8.20 A. M. Run on 10-minute time.

CARPETINGS

SAVE MONEY

BY BUYING

Carpets, Oil Cloths,

AND

STRAW MATTINGS,

AT THE

DOWN TOWN CARPET HOUSE,

And not be obliged to pay for Unnecessary Extravagance.

ALL GOODS WARRANTED.

FRANKLIN CROSBY,

96 Hanover Street,

BOSTON.

ARLINGTON TO BOWDOIN SQUARE.**ARLINGTON LINE.**

Distance, 7 miles. Time, 1 hour 5 minutes.

These cars leave Arlington, passing through Arlington Avenue, North Avenue and Main Street (Cambridge), and Cambridge Street (Boston) to Bowdoin Square. RETURNING *via* Green, Chambers, and Cambridge streets (Boston), over same route.

First car leaves Arlington, 6.05 A. M. First car leaves Bowdoin Square, 7.10 A. M. Last car leaves Arlington, 10.05 P. M. Last car leaves Bowdoin Square, 11.10 P. M. Run every hour week-days, and every half-hour on Sundays.

BRIGHTON TO BOWDOIN SQUARE.**BRIGHTON LINE.**

Distance, 6 miles. Time, 55 minutes.

These cars leave Brighton, passing through Cambridge, River, and Main streets (Cambridge) and Cambridge Street (Boston) to Bowdoin Square. RETURNING *via* Green and Chambers streets over same route.

First car leaves Brighton, 5.55 A. M. Last car, 10.45 P. M. First car leaves Bowdoin Square, 6.45 A. M. Last car, 11.30 P. M. Run on 30-minute time.

HARVARD SQUARE TO BOWDOIN SQUARE.**BROADWAY LINE.**

Distance, $3\frac{1}{2}$ miles. Time, 33 minutes.

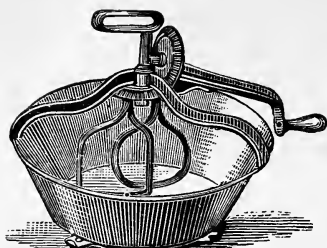
These cars leave Harvard Square, passing through Broadway (Cambridgeport) and Cambridge Street (Boston) to Bowdoin Square. RETURNING through Green and Chambers streets, over same route.

First car leaves Harvard Square, 5.55 A. M. Last car, 10.25 P. M. First car leaves Bowdoin Square, 6.30 A. M. Last car, 11 P. M. Run on 30-minute time.

EAST CAMBRIDGE TO BOWDOIN SQUARE.**SPRING STREET LINE,**

Distance, $3\frac{1}{2}$ miles. Time, 35 minutes.

These cars start from Spring Street, passing through Somerville Avenue, and Bridge Street (East Cambridge), Leverett, Merrimac, and Chardon streets (Boston) to Bowdoin Square. RETURNING: Leave Bowdoin Square, passing through Green and Leverett streets, over same route.



THE
SPARROW
KNEADER
AND
MIXER.

What a few persons say of it:—

New York Tribune Office, Home Interest Department, May 14, '81.

Mr. Sparrow: Dear Sir,—I am thoroughly pleased with your Dough Mixer and Kneader; nothing I have seen in a long time has given me more satisfaction. I am accordingly commending it in exceptional terms to all inquiries. My girls usually make the bread, and what was formerly a laborious task is reduced to a pleasant exercise. We never had such good bread with so little trouble. In fact, you have made it possible to make bread without labor, though we cannot earn it without labor. It certainly is not and shall not be my fault that every *Tribune* family does not have a Kneader.

Very truly yours,

LAURA L. SHIPHERD.

Mr. Sparrow: Sir,—I am using one of your large size Kneaders, with extra pans, in making from one hundred and fifty to one hundred and seventy-five loaves of home-made bread each day. I find it perfect and quick, both in mixing and kneading, and a great saving in labor, time and materials. The bread is fine, and highly satisfactory to my many customers. Time will certainly demonstrate its usefulness for all mixing and kneading purposes.

Respectfully yours,

T. N. FREEMAN, Family Baker, Cambridgeport, Mass.

OUR MIXER proper is of different construction from our Kneader and Mixer, and is one of the finest inventions yet known for making Cake, beating Eggs and Sugar for Ice Cream, Isinglass for Brewers' use. For use in Laboratories and in every business where perfect work is required, hard labor and valuable time saved. Sizes, 8, 18, 28 and 60 quarts. Operated by hand or steam power. Housekeepers, Cooks, Manufacturers, please call and examine these goods or send us your orders.

*Office of William Tufts, Confectioner and Caterer, 513 Tremont St.
Boston, July 11, 1881.*

Messrs. Sparrow & Noble: Gentlemen,—The Sparrow Mixer for making Cake and beating Eggs and Sugar for Ice Cream is a perfect success, and I consider it far ahead of anything for the purpose ever before introduced.

Respectfully yours,

WILLIAM TUFTS.

✉ SEND FOR CIRCULAR.

SPARROW & NOBLE,
234 HANOVER STREET, BOSTON, MASS.

First car leaves Spring Street, 5.40 A. M. Last car, 10.45 P. M. First car leaves Bowdoin Square, 7.15 A. M. Last car, 11.20 P. M. Run on 15-minute time, with extra trips morning and night.

CAMBRIDGE TO BOWDOIN SQUARE.

PEARL STREET LINE.

Distance, 3 miles. Time, 30 minutes.

These cars leave River Street, passing through Putnam Avenue, Pearl and Main streets (Cambridge), Cambridge Street (Boston) to Bowdoin Square. RETURNING through Green and Chambers streets, over same route.

First car leaves River Street, 6.15 A. M. Last car, 10.30 P. M. First car leaves Bowdoin Square, 6.45 A. M. Last car, 11 P. M. Run on 15-minute time.

CAMBRIDGEPORT TO BOWDOIN SQUARE.

CENTRAL SQUARE LINE.

Distance, $2\frac{1}{4}$ miles. Time, 20 minutes.

These cars leave Central Square (Cambridgeport), passing through Main Street, and Cambridge Street (Boston) to Bowdoin Square. RETURNING through Green, Chambers, and Cambridge streets, over same route.

Cars pass Central Square every 3 minutes during the day, and every 5 minutes during the evening.

EAST CAMBRIDGE TO BOWDOIN SQUARE.

EIGHTH STREET LINE.

Distance, $1\frac{1}{2}$ miles. Time, 20 minutes.

These cars leave Eighth Street (East Cambridge), passing through Leverett, Merrimac, and Chardon streets (Boston) to Bowdoin Square. RETURNING through Green and Leverett streets, over same route.

First car leaves Eighth Street, 5.40 A. M. Last car, 11.40 P. M. First car leaves Bowdoin Square, 6 A. M. Last car, 12 P. M. Run to accommodate pressure of travel. Cars pass station every 3 minutes during the day, and 5 minutes during the evening.

MOUNT AUBURN TO BOWDOIN SQUARE.

MOUNT AUBURN LINE.

Distance, 5 miles. Time, 50 minutes.

These cars leave Mount Auburn, passing through Brattle, Craigie, Garden, and Main streets (Cambridge), and Cambridge Street (Boston)

ESTABLISHED 1827

LOMBARD & CO.

IMPORTERS AND DEALERS
IN
GRINDSTONES

LEWIS WHARF, COR. ATLANTIC AV.

NOVA SCOTIA AND BAY DE CHALEUR (FROM OUR OWN QUARRIES) BOSTON.

BLUE GRIT & ENGLISH DRY STONES, ROUGH, TURNED & HAND FINISHED

And Specialties in Stones for Machine, Tool and Repair Shops. Any size cut to order.

Entered according to Act of Congress, in the year 1874, by Lombard & Co., in the Office of the Librarian of Congress, at Washington, D. C.

BENEDICT & BURNHAM

MANUFACTURING CO.

MANUFACTURERS OF

ROLLED AND SHEET BRASS,

German Silver,

BRASS, COPPER, AND GERMAN SILVER WIRE,

TUBING.

Seamless Brass and Copper Tubes,

WROUGHT BRASS BUTT HINGES,

Drawer Pulls, etc., etc.

55 & 57 OLIVER STREET, - - BOSTON.

H. C. HAYDEN, Agent.

to Bowdoin Square. RETURNING *via* Green, Chambers, and Cambridge streets (Boston), over same route.

First car leaves Mount Auburn, 5.30 A. M. Last car, 10.15 P. M. First car leaves Bowdoin Square, 6.15 A. M. Last car, 11 P. M. Run on 15-minute time till 7.15 P. M.; 30-minute time till 10.15 P. M.

NEWTON AND WATERTOWN TO BOWDOIN SQUARE. NEWTON AND WATERTOWN LINE.

Distance, $7\frac{3}{4}$ miles. Time, 1 hour 10 minutes.

First car leaves Newton, 5.50 A. M. Last car leaves Newton, 9.50 P. M. First car leaves Bowdoin Square, 7 A. M. Last car leaves Bowdoin Square, 11 P. M. Run on 30-minute time. Sundays, first car leaves Newton at 7.20 A. M. Run on 30-minute time.

EAST CAMBRIDGE TO SCOLLAY SQUARE. BALDWIN STREET LINE.

Distance, $2\frac{3}{4}$ miles. Time, 23 minutes.

These cars leave Baldwin Street, passing through Cambridge Street (East Cambridge), Leverett, Causeway, Merrimac, Chardon, and Sudbury streets to Scollay Square. RETURNING through Cornhill, New Washington, Merrimac, Lowell, and Brighton streets, over the same route.

First car leaves Baldwin Street, 5.30 A. M. Last car, 11.30 P. M. First car leaves Scollay Square, 6 A. M. Last car, 12 P. M. Run on 5-minute time.

CAMBRIDGEPORT TO SCOLLAY SQUARE. PROSPECT STREET LINE.

Distance, $2\frac{3}{4}$ miles. Time, 30 minutes.

These cars leave Central Square (Cambridgeport), passing through Prospect and Cambridge streets, Cambridge, Leverett, Causeway, Merrimac, Chardon, and Sudbury streets to Scollay Square. RETURNING through Cornhill, New Washington, Merrimac, Lowell, and Brighton streets, over same route.

First car leaves Central Square 6.35 A. M. Last car, 11.15 P. M. First car leaves Scollay Square, 7.05 A. M. Last car, 11.45 P. M. Run on 15-minute time.



LARGEST SELECTION
OF
FLORAL
DESIGNS
IN THE CITY.

Telephone Connection.

C. P. GRIMMER & CO.

51 WEST STREET, BOSTON.



THE
GLOBE GAS LIGHT COMPANY,
Contractors for Lighting Streets.

This Company is prepared to contract to Light the Streets of Cities and Towns in a most satisfactory manner, furnishing a Gas Light equal in brilliancy to Coal Gas, and cannot be distinguished from it.

Contracts taken at a specified rate per lamp, the Company furnishing the gas apparatus, material, and employing men to light and take the entire charge of the lamps.

Contracts also taken to light *Public and Private Parks, Gardens, etc.*

Full information, and proposals for lighting, sent upon application. **Lamp Posts, Lanterns, Globe Naphtha.** and everything pertaining to the business supplied at the lowest rates. Correspondence solicited.

REFERENCES.

MAINE.—Bangor, Augusta, Auburn, Portland, Yarmouth, Hallowell, and many others. **NEW HAMPSHIRE.**—Portsmouth, Dover, Great Falls, Rochester, Franklin, and many others. **VERMONT.**—Bennington, Brattleboro', Burlington, and many others. **MASSACHUSETTS.**—Boston, Chelsea, New Bedford, Newton, Gloucester, Waltham, Watertown, Warren, Quincy, Hyde Park, Melrose, Malden, Fitchburg, Brockton, Brookline, Reading, Holyoke, Methuen, Taunton, Wollaston, Worcester, Lowell, Northampton, Williamstown, and many others. **CONNECTICUT.**—Hartford, Meriden, Bridgeport, New Haven, New Britain, Norwich, Waterbury, New London, Willimantic, and many others.

Office and Warerooms, 77 & 79 Union Street, Boston.

WEST SOMERVILLE TO SCOLLEY SQUARE.**WEST SOMERVILLE LINE.**

Distance, $4\frac{1}{2}$ miles. Time, 45 minutes.

These cars leave Dover Street (West Somerville), passing through Somerville Avenue, Bridge Street (East Cambridge), Leverett, Causeway, Merrimac, Chardon, and Sudbury streets (Boston) to Scollay Square. RETURNING: Leave Scollay Square, passing through Cornhill, New Washington, Merrimac, Lowell, and Brighton streets, over same route.

First car leaves Dover Street station, 5.40 A. M. Last car, 10.40 P. M. First car leaves Scollay Square, 6.25 A. M. Last car, 11.25 P. M. Run on 30-minute time.

CAMBRIDGE TO SCOLLEY SQUARE.**CAMBRIDGE STREET LINE.**

Distance, $3\frac{1}{2}$ miles. Time, 35 minutes.

These cars leave Harvard Square, passing through Cambridge Street (East Cambridge), Leverett, Causeway, Merrimac, Chardon, and Sudbury streets (Boston) to Scollay Square. RETURNING: passing through Cornhill, New Washington, Merrimac, Lowell, and Brighton streets, over same route.

First car leaves Harvard Square, 6.10 A. M. Last car, 11.25 P. M. First car leaves Scollay Square, 6.50 A. M. Last car, 12 P. M. Run on 15-minute time.

BRIGHTON TO PROVIDENCE DEPOT.**OAK SQUARE (BRIGHTON) LINE.**

Distance, 8 miles. Time, 1 hour 10 minutes.

These cars leave Oak Square (Brighton), passing through Washington, Cambridge, and Main streets (Cambridge), Cambridge Street (Boston) to Bowdoin Square, Court, Tremont, and Boylston streets to Providence Depot. RETURNING: Leave Providence Depot, passing through Charles Street, and return over same route.

First car leaves Oak Square, 6 A. M. Last car, 10.30 P. M. First car leaves Providence Depot, 7.10 A. M. Last car, 11.40 P. M. Run on 30-minute time.

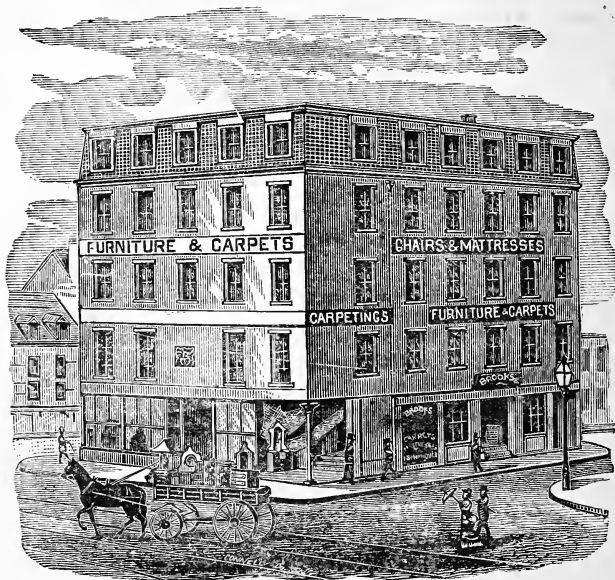
NOTE.

From Bowdoin Square take cars for Cambridge, Brighton, Harvard Square, Arlington, Watertown, and Mount Auburn.

CARPETINGS, FURNITURE,

And a General Line of

HOUSEKEEPING GOODS,



OF THE BEST QUALITIES,
ARE NOW TO BE SOLD LOWER THAN EVER
OFFERED IN THIS CITY,
BY
W. P. B. BROOKS,

114 BLACKSTONE, and 151 HANOVER STS., BOSTON,

Two Blocks below New Washington St.

HORSE-CARS PASS THE DOOR EVERY FIVE MINUTES.

**HORSE CARS RUNNING FROM THE NORTH TO THE CITY
PROPER.****LYNN AND BOSTON RAILROAD.**

PASSENGER STATION IN BOSTON, 71 CORNHILL.

LYNN AND BOSTON LINE.

Distance, $11\frac{1}{2}$ miles. Time, 1 hour 50 minutes.

Leave station on Lewis Street, Lynn, near Swampscott line, passing through Central Square, Lynn Common, and *via* old Salem Turnpike to Chelsea Street, Charlestown, to Charlestown Square, across Warren ridge, through Beverly Street, Haymarket Square, Sudbury and Court streets to Scollay Square. RETURNING, passing through Cornhill, Washington Street, Haymarket Square, Charlestown Street, over Charles River Bridge, Charlestown Square, Park and Henley streets to Chelsea Street, and by same route as above to station.

First car leaves Lynn at 7.30 A. M. First car leaves Boston at 8.20 A. M. Run every hour. Last car leaves Lynn at 9.30 P. M.; Sundays, 8.30 P. M. Last car leaves Boston at 11.20 P. M.; Sundays, 10.20 P. M.

REVERE AND BOSTON LINE.

Distance, 6 miles. Time, 1 hour.

Leave Revere, passing through old Salem Turnpike, to Chelsea Street, Charlestown, thence over same route in and out as Lynn and Boston line.

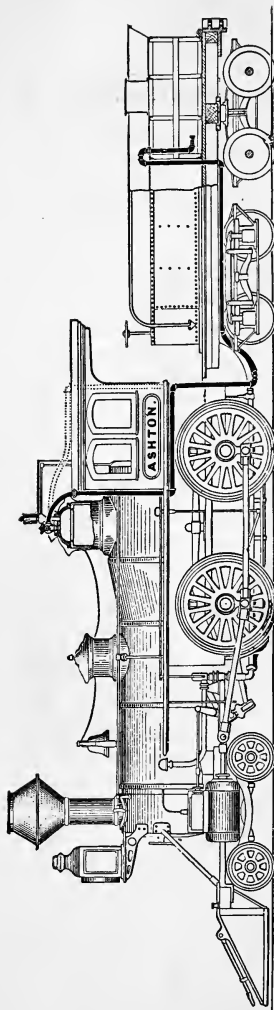
First car leaves Revere at 6 A. M. First car leaves Boston at 6.55 A. M. Run on 30-minute time. Last car leaves Revere at 10.20 P. M.; Sundays, 9.20 P. M. Last car leaves Boston at 11.20 P. M.; Sundays, 10.20 P. M.

REVERE BEACH LINE.

Distance, 7 miles. Time, 1 hour 10 minutes.

These cars run same as Revere and Boston line, except that the cars start from Beach Street. Revere Beach.

First car leaves Beach Street at 9.35 A. M. First car leaves Boston at 8.20 A. M. Run on 30-minute time. Last car leaves Beach Street at 10.05 P. M.; Sundays, 9.05 P. M. Last car leaves Boston at 8.20 P. M.; Sundays, 8.20 P. M.



Five Highest Premium Medals.

THE ASHTON VALVE CO.

Manufacturers of the

**Ashton Blow-Back
NOISELESS**

Safety Valve

FOR LOCOMOTIVES.

*The Ashton Noiseless Marine
Blow-Back Valve for
Steamships.*

*The Ashton Lock-up Pop Safety
Valve for Stationary Boilers.*

The Ashton Water Relief Valve.

The Blow-Back noiseless system for Locomotives and Marine Engines, stops entirely the roar of the steam when it is blown off from the boilers.

These Valves are covered fully and clearly by a series of twelve patents, and we guarantee protection to our customers by their use.

**The Ashton Valve Co.,
271 FRANKLIN ST., BOSTON, MASS.**

C. J. BISHOP, President.

H. G. ASHTON, Gen'l Manager.

WM. HOWELL REED, Treasurer.

CHELSEA TO SCOLLEY SQUARE.**CHELSEA LINE.**

Distance, $4\frac{1}{8}$ miles. Time, 42 minutes.

Leave station on Washington Avenue, Chelsea, passing through Washington Avenue, Broadway, across Chelsea Bridge to Chelsea Street, Charlestown, to Charlestown Square, across Warren Bridge, through Beverly Street, Haymarket Square, Sudbury and Court streets to Scollay Square. RETURNING: Leave Cornhill, passing through Washington and Charlestown streets, Charles River Bridge, Park and Henley streets to Chelsea Street, across Chelsea Bridge to Broadway, Chelsea, through Washington Avenue to station.

First car leaves Washington Avenue at 6.05 A. M. First car leaves Boston at 6.47 A. M. Run on 5 and 10 minute time. Last car leaves Washington Avenue at 11.28 P. M.; Sundays, 10 P. M. Last car leaves Boston at 12.10 A. M.; Sundays, 10.42 P. M.

NOTES.

On arrival at the Eastern Railroad Depot, we find seven different lines of Horse Cars to convey us to the various points, South, East and West:

One car to the Norfolk House,	See page 163
" " " Providence Depot,	" " 163
" " " to Warren Street, Boston Highlands,	" " 165
" " " Rowe's Wharf,	" " 156
" " " Lenox Street, through Tremont, South,	" " 155
" " " to the Boston & Maine Depot,	" " 155
" " " Old Colony Depot,	" " 175
" " " Boston & Albany Depot,	" " 175

It is the same as above on arrival at the Fitchburg Depot and the Boston & Lowell Depot.

BIGELOW, KENNARD & CO.

IMPORTERS OF

Diamonds and other Gems,

WATCHES, CLOCKS, BRONZES,

AND FANCY GOODS NOVELTIES.

FINE JEWELRY IN EVERY VARIETY.

MANUFACTURERS OF

Silver Ware, Electro-Plated Goods, &c.

Agents for the Sale of the Celebrated

GORHAM MANUFACTURING CO.'S GOODS,

GUYE'S LONDON WATCHES,

AND

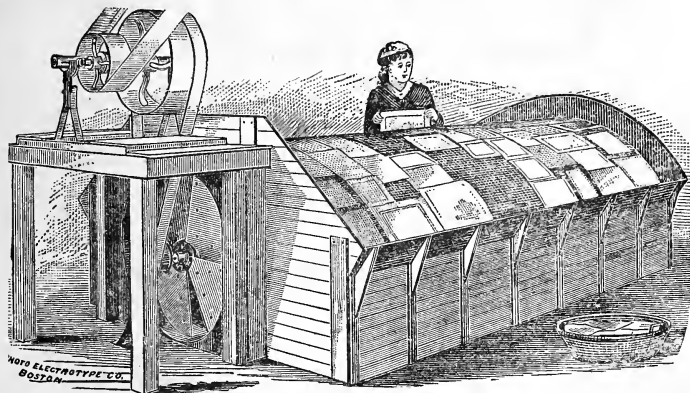
BARBEDIENNE'S ARTISTIC BRONZES.

Special attention given to the repairing of Watches and Clocks by skilled
and experienced workmen.

BIGELOW, KENNARD & CO.

511 Washington Street, cor, West Street.

STETSON'S IMPROVED COLD AIR DRIER.



The attention of the woollen manufacturers of this country is called to a new machine for the purpose of drying wool with cold air. This machine is cheap, simple, durable, perfectly safe, and takes but little power to run it. In dry weather it requires no artificial heat to dry eight hundred (800) pounds of clean white wool per day, taking the wool from the extractor and placing it upon the drier and weighing it after it is dry.

This machine has been adopted by some of the leading manufacturing in the country, such as the Pacific Mills and Washington Mills, of Lawrence, also by many other establishments, all of which speak of it in the highest terms.

It is also well adapted for Laundry purposes, drying the clothes with great rapidity, and removing all odor.

The following are a few of many Testimonials received from parties using them:—

Boston, October 17th, 1881.

I most cheerfully recommend **Stetson's Improved Cold Air Drier for Laundry Purposes**, removing all odor and drying the articles exposed very rapidly; having used the machine on exhibition at the New England Manufacturers' and Mechanics' Institute during the fair, for my Laundry drying, on which Napkins, Towels and Table Cloths were made perfectly dry in less than six minutes.

JOHN D. GILMAN,

Ladies' and Gent's Dining Rooms, 48 and 50 Summer Street.

MR. BRADFORD STETSON. Dear Sir:— We have been running four Wool Drying Machines of your make and find them fully up to what you represented them. They are the best wool driers we have ever used. Yours truly,

LAWRENCE, Mass., January 18, 1875.

P. C. KIRK, Ag't Wash. Mills.

Send for Circulars with Testimonials to
BRADFORD STETSON, - - - Uxbridge, Mass.

MARLBORO BUILDING

395 WASHINGTON STREET.

B. W. CURRIER & CO.

DEALERS IN

FINE AND MEDIUM

CLOTHING

AT RETAIL,

COMPRISING

Men's, Youths', Boys', and Children's
Departments,

In all of which our stock will be found full and complete.

*Our Styles, Fit of Garments, and Quality of Manu-
facture, will be second to none in the city.*

WE CLAIM THE

Largest and Most Elegant Salesroom in the United States

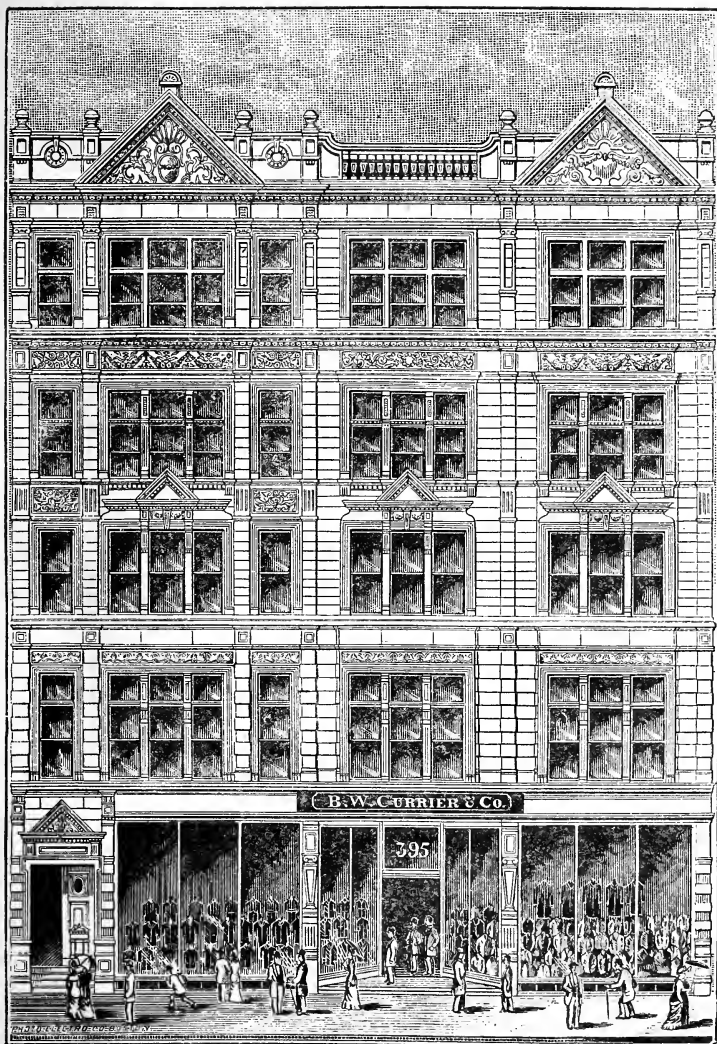
For the sale of Clothing as a Specialty.

We manufacture our own goods, and can save the buyer

→❧ ONE PROFIT. ❧←

B. W. CURRIER & CO.

395 WASHINGTON STREET,
BOSTON.

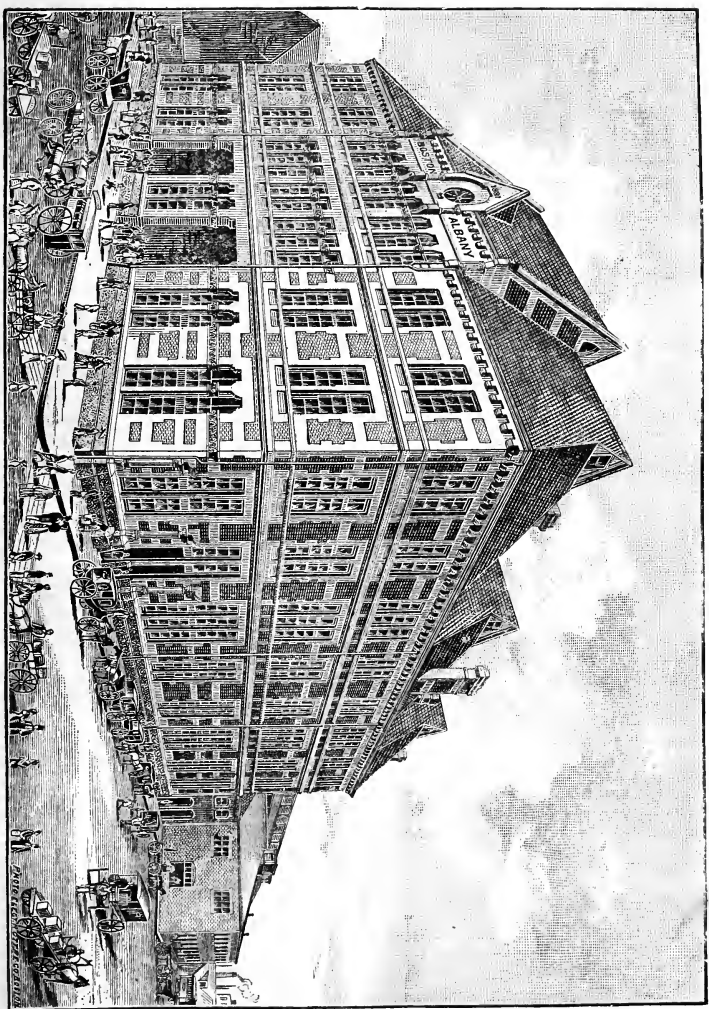


NEW MARLBORO BUILDING.

From BOSTON

To all principal points in the

WEST, NORTHWEST and SOUTHWEST**QUICK
TIME!****LOW
RATES!****Corner Franklin and Hawley Streets,
BOSTON.**

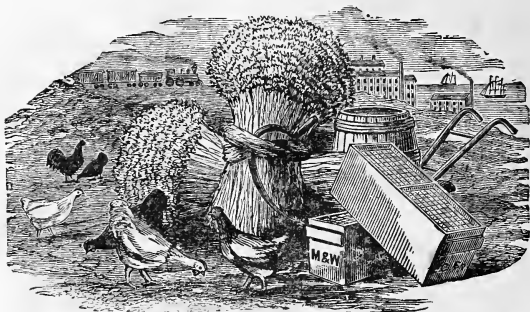


NEW DEPOT, BOSTON & ALBANY RAILROAD, KNEELAND STREET.

MANSUR & WHITING,

SUCCESSORS TO

T. A. SHEDD.




MANUFACTURERS OF .

FINE CRACKERS AND BISCUITS,

637 MAIN STREET,

(CHARLESTOWN DISTRICT,)

BOSTON, MASS.

 Orders Solicited and Satisfaction Guaranteed.

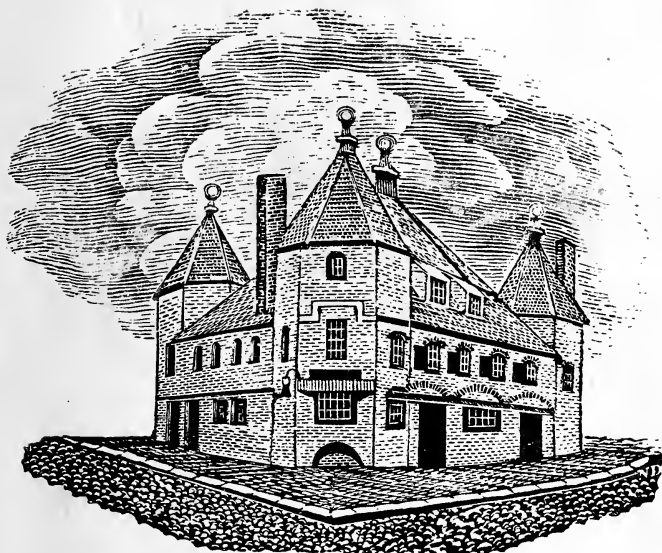
Price Lists Mailed on Application.

Goods Hermetically Sealed in Tins for Shipping, when desired.

Special care taken to maintain the highest Standard of Excellence.

WARREN MANSUR.

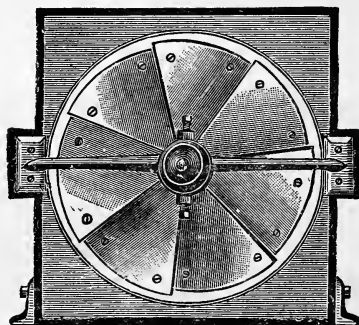
GEO. A. WHITING.



TRIANGULAR WAREHOUSE.

This quaint structure stood at the head of North Market Street with a moiety on Merchants Row and Clinton Street. It was supposed to have been built by London merchants about 1700, as a warehouse. It was torn down in August, 1824, to make way for the improvements inaugurated in the locality of Faneuil Hall Market by Josiah Quincy.

LEACH'S COLD AIR OR EXHAUST FAN.



**For Drying WOOL, COTTON, YARN, RAGS. Etc.,
And also for Laundry Purposes.**

Diameter of Fan	40 inches.
Diameter of Pulleys	8 inches.
Face of Pulleys	8 inches.
Speed (revolutions per minute),	1,300.

Price, on Cars at Uxbridge, - - \$50.

Price of Machine Complete - - \$125.

Will be sent to any responsible party on thirty days' trial. This is the third set of patterns that I have made since I have commenced the manufacture of these fans.

As a party is advertising a Cold Air Dryer of superior make, I will state that I will furnish a fan precisely as they furnish for \$30, as that is my second set of patterns. The one referred to was on exhibit at New England and Mechanics' Institute.

The attention of manufacturers is called to Leach's Cold Air or Exhaust Fan, a cut of which is presented herewith. These fans combine maximum capacity with compactness, durability, ease of adjustment and care in running, with minimum of expense both as to cost of machine and for power. They are self-contained, do not get out of order, are carefully made upon scientific principles, and can safely be run at a high rate of speed. They have displaced various appliances (some of them very expensive), in first-class establishments, to the perfect satisfaction of their purchasers. These fans are also in use for ventilation of slasher rooms in cotton mills, and for drying cotton, and may be applied wherever it is desirable to move a large quantity of air for any purpose.

For further particulars and testimonials, please send for circulars.

W. H. LEACH, Uxbridge, Mass.



JULIEN'S RESTORATOR.

Baptiste Julien, the proprietor of the establishment here represented, was a refugee from the French Revolution. Posterity will long remember him for that agreeable *potage*, "St. Julien Soup." The Restorator stood at the corner of Milk and Congress Streets, on the site of the New Post Office. It is supposed to have been built about 1760, and was torn down in 1824.

S. D. HICKS & SON,
COPPERSMITHS & CORNICE MAKERS

Manufacturers and Dealers in all kinds of

Copper Work,

For Plumbers', Confectioners', Dyers' and Distillers' Use, &c.

9 and 11 Bowker Street,

BOSTON, MASS.

We make a specialty of *Austin's Patent Expanding Water Conductor or Rain Water Spout*, for which we are the sole agents for Boston and vicinity. Its merits need only to be known to be adopted, as the increase of our yearly sales indicate. It is the *original* and *only* legitimate Expanding Conductor in the market, and is warranted not to burst by freezing. It is made from the best of Iron, and galvanized after it is made, thereby filling the seams and galvanizing every part thoroughly. Metal workers will see the advantage of this, on account of the galvanizing not being broken and leaving the iron exposed, as is the case with conductors made from the sheet and put through a machine. It has no loose seam to leak or strain apart. It comes in nine-foot lengths, fitted for loose joints or soldering, and elbows that can be used for goose necks or offsets and shoes. Sizes, 2 to 8 inch diameter. The price will be kept as low as possible. List and samples sent on application.



EXHIBIT IN MASSACHUSETTS CHARITABLE MECHANIC
ASSOCIATION FAIR, 1881.

THE "SUMMER COTTAGE," BUILT WHOLLY OF GALVANIZED IRON.

METROPOLITAN HOTEL

1162 TO 1168 WASHINGTON STREET, BOSTON.

J. ROBERTSON Proprietor.

ON THE AMERICAN AND EUROPEAN PLAN.
TRANSIENT, \$2.00 TO \$2.50 PER DAY.

Board by the day or week at prices to correspond with the location of rooms. Horse-cars and coaches pass the house to and from all the railroad depots.

TAYLOR & MAYO,

WHOLESALE DEALERS IN AND SHIPPERS OF

FRESH FISH.

ALSO PACKERS OF THE CELEBRATED

International Brand, Lobsters, Mackerel, &c.

7 and 8 Commercial Wharf,

BOSTON.

J. N. TAYLOR.

R. L. MAYO.

WOOD'S RHEUMATIC REMEDY

A SURE and POSITIVE cure for Rheumatism, particularly
CHRONIC cases, not only removing the disease, but
effectually PREVENTS its return. Relieves
Pain and Swelling, causing sleep
within two or three days.

FOR SALE BY ALL FIRST-CLASS DRUGGISTS.

GENERAL WHOLESALE AGENTS;

GEO. C. GOODWIN & CO.,

38 Hanover Street,

BOSTON, - - - MASS.

NEW YORK & BOSTON M'F'G CO.

MANUFACTURERS OF

KEROSENE GOODS,

50, 52 and 54 PEARL St

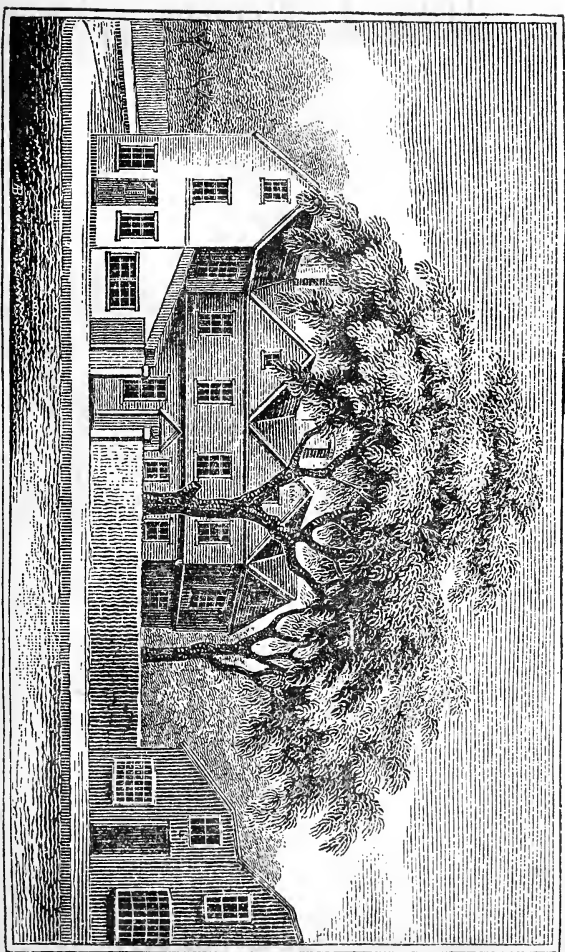
BOSTON.

F. R. KIMBALL, - - - - PRESIDENT.

A. G. PAUL, - - - - TREASURER.

46 MURRAY St., NEW YORK.

33 BUCKINGHAM St., HALIFAX, N. S.



LIBERTY TREE.—Stood at the corner of Essex and Washington Streets.

The International Sewing Machine!



An original, novel invention and valuable acquisition to the art of sewing by machinery.

This machine is in *advance* of every other in its *scientific principles*, superior *mechanical construction*, unparalleled *ease of operation*, unequalled *simplicity*, *power*, *speed*, *durability*, *strength*, *economy*, *reliability*, *capacity* and *perfect adaptation* to every kind of sewing, either family or manufacturing.

It uses the *only* self-threading shuttle ever invented.

Shuttle holds 200 yards of thread.

Send for descriptive circular and illustrated catalogue, giving a full description of this new and wonderful invention.

NATIONAL SEWING MACHINE CO.,

(Sole Manufacturers,)

No. 126 Pearl St., Boston, Mass.

Also manufacturers of the National, Union and New England Wax Thread Sewing Machines.



OLD SCOLLAY BUILDING.

Supposed to have been erected 1795. Torn down, 1870.

(221)

MILWAUKEE LAGER BEER,

MANUFACTURED BY THE

JOSEPH SCHILTZ BREWING CO.
Milwaukee, Wis.

The Milwaukee Beer has now been before the Public for a number of years, and its merits have become fully known and appreciated. Among the different brands of Beer submitted to public favor, it holds an unrivalled place. For purity, flavor, color, and keeping quality, it stands unequalled. Physicians know its virtues as a gentle tonic, and gladly recommend it to the use of patients, when they deem that a mild degree of stimulus is required. The proofs of public favor toward it in this respect are very many, and very gratifying. The Joseph Schiltz Brewing Co. realize that they have attained an honorable reputation in this particular, and it is their constant endeavor to keep their manufacture up to its present high standard of excellence, and preserve unimpaired the reputation which they have secured.

This Beer is put up
in bottles bearing my
and is to be had at all
druggists throughout



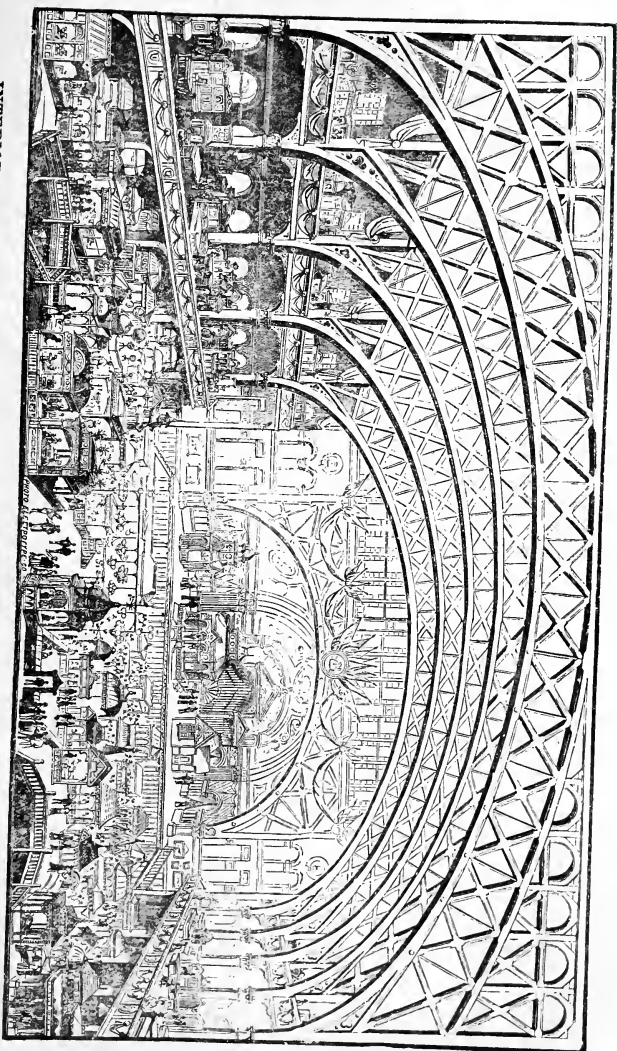
by me for family use,
name and trade-mark,
principal grocers and
the N. E. States.

JOSEPH GAHM, 83 STATE STREET,
BOSTON, MASS.,

SOLE AGENT FOR THE NEW ENGLAND STATES.

This Beer is put up in Pints and Quarts for Export, labelled "JOS. GAHM'S MILWAUKEE EXPORT LAGER BEER," and is warranted to keep for years in any climate.

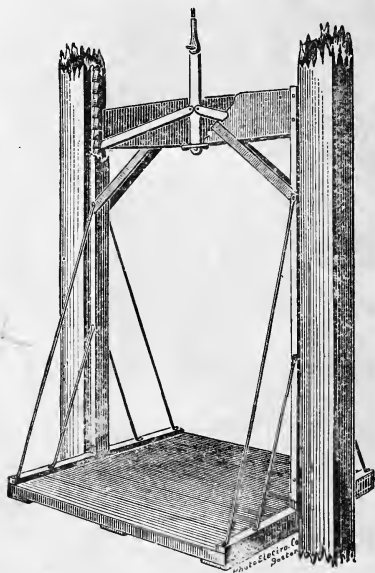
Orders left at 83 State Street, Boston, or at Bottling Establishment, Mechanic Street, Charlestown District, will receive prompt attention.



INTERIOR VIEW, GRAND HALL MASS. CHARITABLE MECHANIC ASSOCIATION BUILDING.

ABBOTT'S IMPROVED FREIGHT AND PASSENGER ELEVATORS,

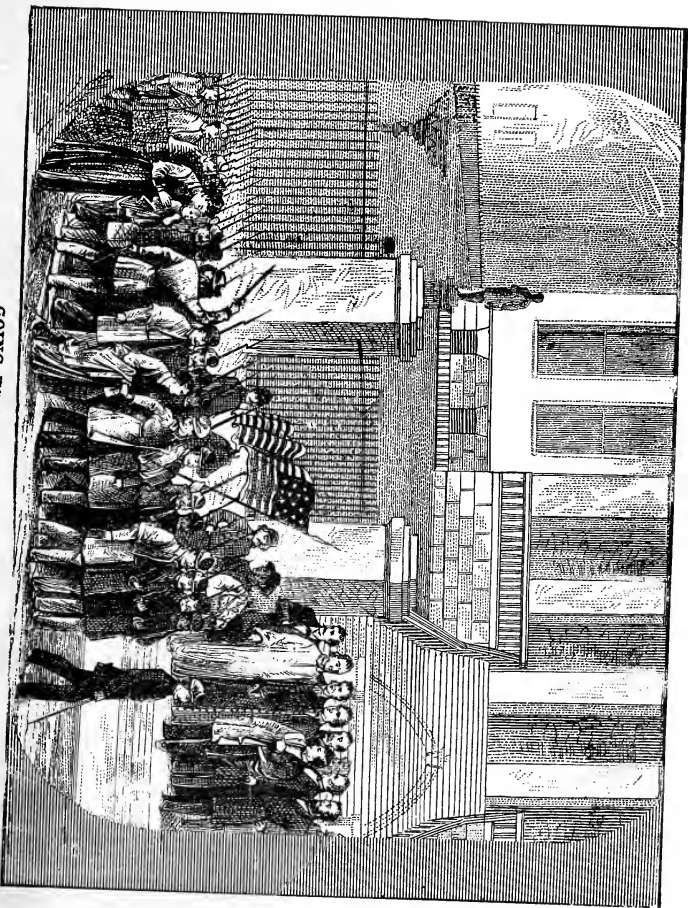
WITH ABSOLUTE SAFETY ATTACHMENTS.



HOISTING MACHINES, SHAFTING, PULLEYS,
WIRE ROPE, BELTING, ETC.

REPAIRS PROMPTLY ATTENDED TO.

J. F. ABBOTT,
MILLWRIGHT AND MACHINIST,
NO. 49 PURCHASE ST., BOSTON, MASS.



GOING TO THE WAR IN 1861.

GEORGE H. HALE,
Manufacturer and Dealer in
RUBBER GOODS,
20 CORNHILL,
3d Store, near Washington Street,
BOSTON.

GOSSAMER GARMENTS OF ALL QUALITIES
FOR LADIES' AND GENT'S WEAR
A SPECIALTY.

All Varieties of Rubber Goods Constantly on Hand.

 Rubber Goods Neatly Repaired, with Despatch.

EASTERN MANUFACTURING COMPANY,

P. JACOB & CO., Proprietors.

TIN AND HARDWARE SPECIALTIES,
HOUSEHOLD NOVELTIES,

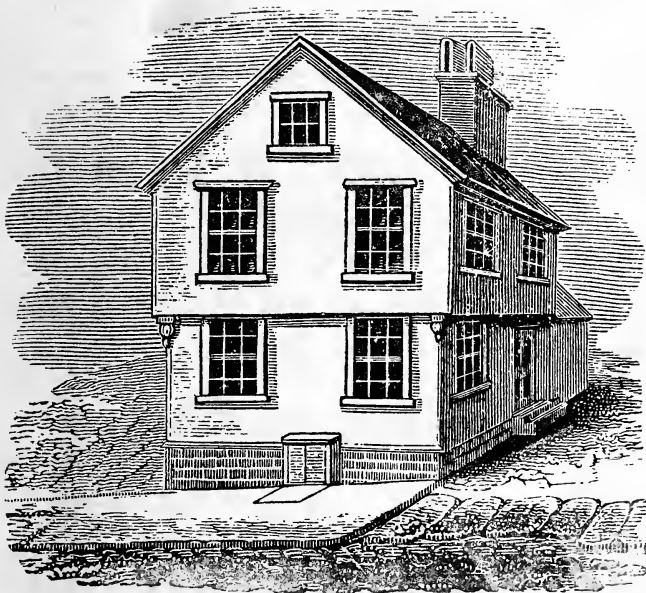
MANUFACTURERS AND JOBBERS OF

SPECIALTIES FOR HOME AND EXPORT TRADE.

OFFICE AND SALESROOM, - 52 KILBY STREET,

BOSTON, MASS, U. S. A.

P. O. BOX 1436.



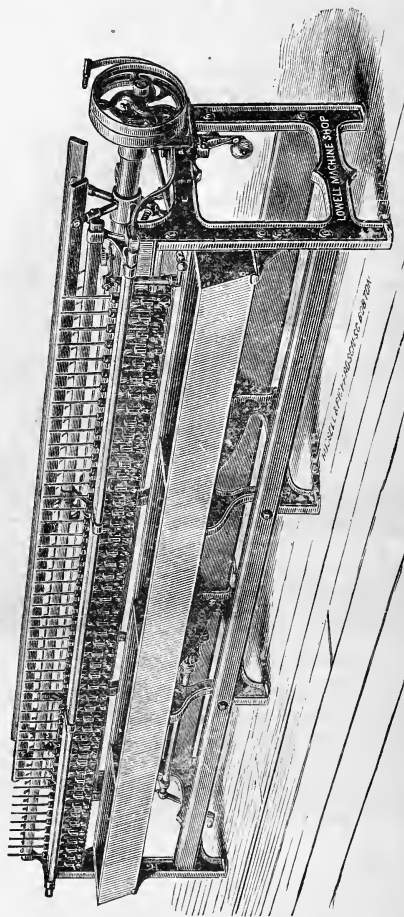
BIRTHPLACE OF FRANKLIN.

On the 6th of January, 1706, the famed American is said to have first seen the light in this structure. It stood on the site of the building now occupied by the *Boston Daily Post* on Milk street.

INCORPORATED 1845.

LOWELL MACHINE SHOP, Lowell, Mass.,

MANUFACTURERS OF



COTTON AND PAPER MAKING MACHINERY

OF EVERY DESCRIPTION.

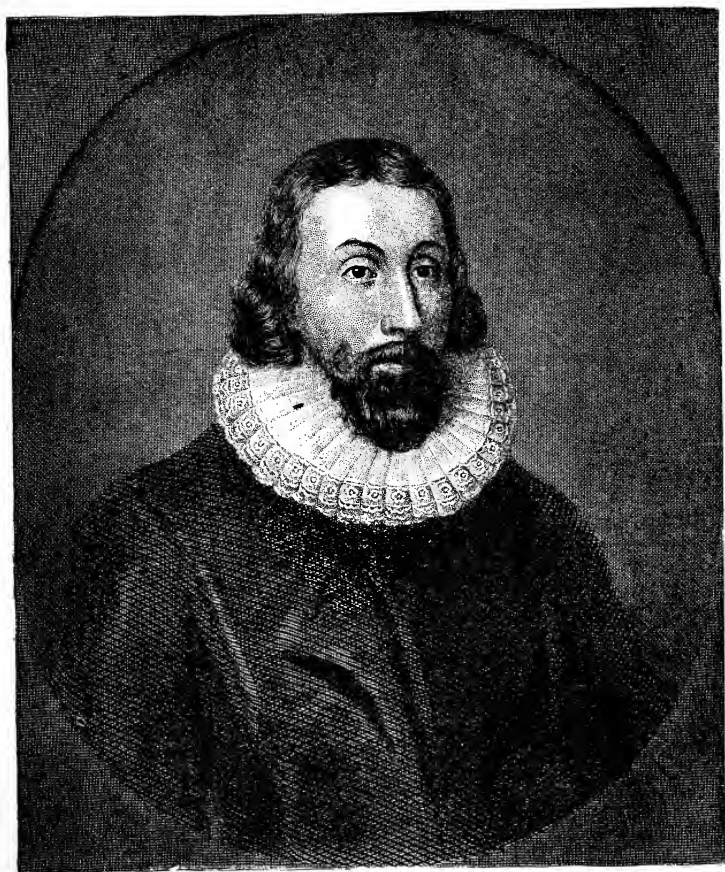
WM. A. BURKE, Treas.,

CHAS. L. HILDRETH, Supt.,

No. 28 State St., Boston, Mass.

Lowell, Mass.

CAPITAL STOCK, \$900,000.



GOV. WINTHROP.

(229)

The Only Perfect Substitute for Mothers' Milk.



MELLIN'S FOOD

FOR INFANTS AND INVALIDS,

FOR THE

Healthful Rearing of Hand-fed Children.

And the Preservation of Infant Life.

AND FOR THE

**Nourishment of Invalids who cannot
Digest Ordinary Food.**

Price, 75c. per Bottle. Six Bottles for \$3.75.

TRIAL SIZE, 50 CENTS.

FOR SALE BY ALL DRUGGISTS.

THE TRADE SUPPLIED BY

THEODORE METCALF & CO.,

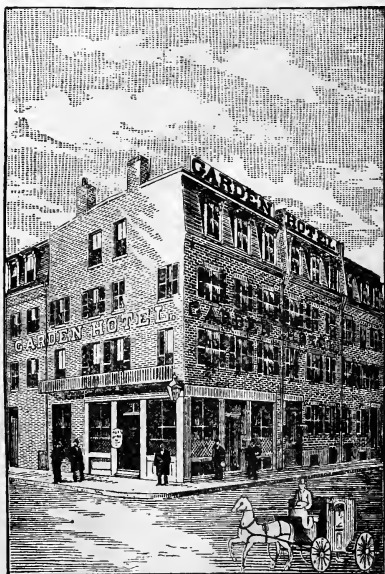
39 Tremont St., Boston, Mass.



PAUL REVERE.

(231)

GARDEN HOTEL.



Between Providence Depot and Public Garden.

HORSE-CARS PASS THE DOOR

TO ALL PARTS OF THE CITY.

☞ Cars pass to and from the New England Manufacturers' and Mechanics' Institute, and the Massachusetts Charitable Mechanics' Association, every five minutes.

The Hotel is centrally located and commodious. Parties from abroad will find here a pleasant, quiet home.

PRICES TO SUIT THE TIMES.

P. CARROLL, - - - - - *Proprietor.*

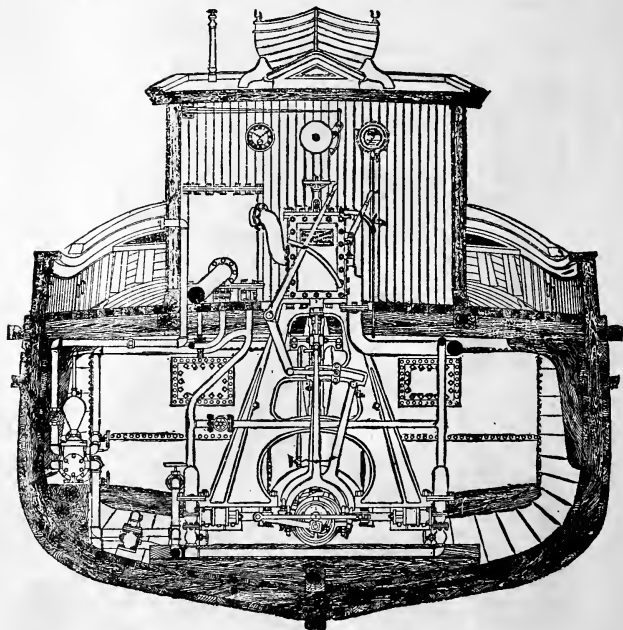


THOS. GAGE.

(233)

THE ATLANTIC WORKS.

INCORPORATED 1853.



60 to 76 Border St., East Boston, Mass.

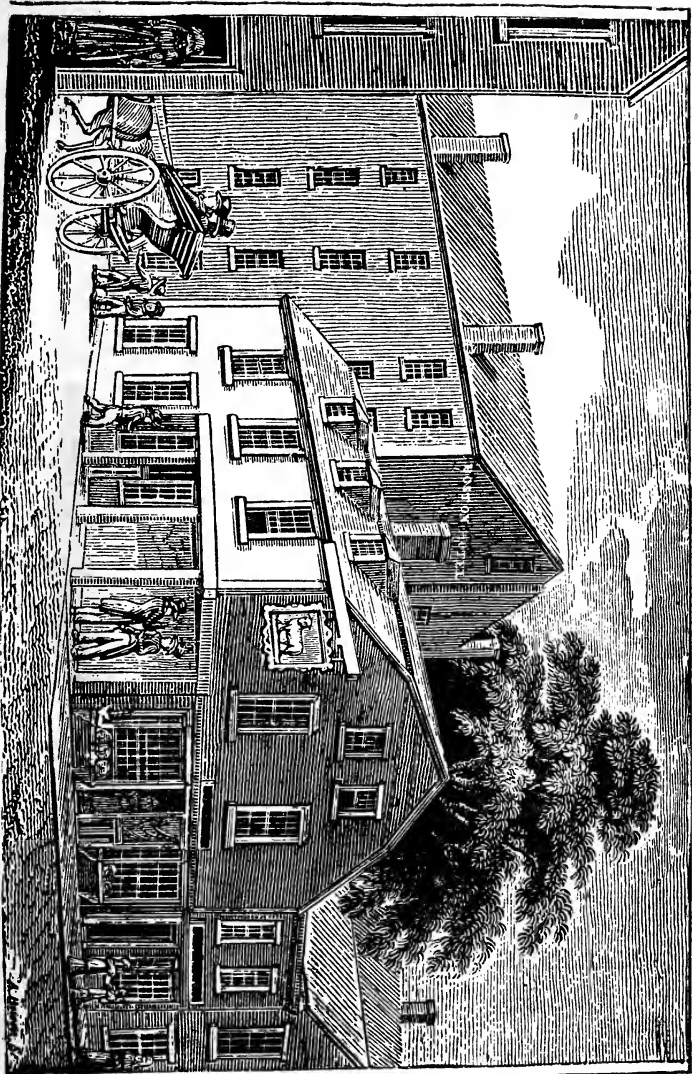
BUILDERS OF

IRON AND WOODEN STEAMSHIPS,

Tow Boats, Steam Launches,

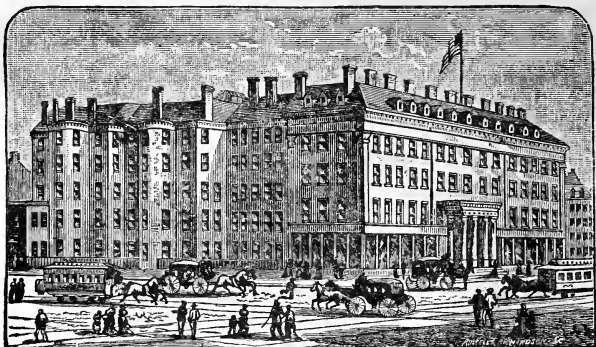
Marine and Stationary Engines, Boilers,

Tanks and General Machinery.




LAMB TAVERN.—Stood on the site of the present Adams House, on Washington Street.

UNITED STATES HOTEL, BOSTON.



UNDER AN ENTIRE NEW MANAGEMENT.

REPAINTED, REFURNISHED, & GREATLY IMPROVED

By an expenditure during the past season of over  **\$50,000!**

New Passenger Elevator, Electric Bells, a perfect system of Sewerage and Ventilation, and every convenience that health and comfort can suggest. Located

DIRECTLY OPPOSITE THE BOSTON AND ALBANY,

AND ONLY ONE BLOCK FROM THE

OLD COLONY AND FALL RIVER LINES, three blocks only from the NEW YORK AND NEW ENGLAND, and PROVIDENCE AND STONINGTON STATIONS, and connecting directly by HORSE CARS EVERY 5 MINUTES, with all the Northern and Eastern Railroads and Steamboats, giving Guests every possible facility and convenience of rapid and economical transfer from all points.

 **UNEQUALLED BY ANY HOTEL IN BOSTON.**

Passengers to or from all Southern or Western Points, by either Boat or Rail, MAY SAVE ALL CARRIAGE FARES.

ITS CENTRAL LOCATION,

BEING IN THE BUSY TRADE CENTRE OF ALL THE

Great Mercantile Establishments, Elegant Shopping, Theatres,
Post-Office, Custom House, and all Places of Amusement,

AND EVERY OBJECT OF INTEREST,


MAKES IT ALTOGETHER THE MOST ACCESSIBLE AND CONVENIENT HOTEL IN THE CITY.

The notable character of its Guests, its Unexceptionable Table, its Broad Halls, and Grand Old Parlors, all recommend the UNITED STATES as possessing more substantial comforts than any Hotel in Boston, and offers to Guests, either permanent or transient, the Largest Variety of Spacious Rooms, and the most Liberal Scale of Prices.

PLEASURE PARTIES, LADIES AND FAMILIES

visiting or passing through the City, may secure Rooms with or without Meals, and will find every attention at the UNITED STATES, the nearest first-class Hotel to all the Great Retail Stores; having Waiting and Toilet Rooms, Ladies' Package Room, and every convenience.

Special Rates will be made for Large Parties or Permanent Guests.

 Orders for Rooms by Mail or Telegraph promptly attended to.

ISAAC N. ANDREWS, Manager,

TILLY HAYNES, Proprietor.

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Box No. LOCALITE.

- [illegible]

189 indicates fire at Deer Island.

198 indicates a call from Chelsea for assistance.

22 indicators no Sche

179 Winthrop Junction
Elavon blawa indicates Police C&L

CAUTIONS TO PERSONS HOLDING SIGNAL KEYS.

1. Never open the Box or touch the apparatus, except in case of fire.
2. Never sound the alarm for a fire seen at a distance.
3. Be reasonably sure there is a fire before sounding the alarm.
4. Be sure your Box is locked before leaving it.
5. Never let the key go out of your possession, except to some responsible person to give an alarm of fire. And be sure the key is returned.
6. If you remove from your house or place of business, return the key to the Fire Alarm Office without delay.

DIRECTIONS IN CASE OF FIRE

Get the key to the nearest Box to the fire.

Open the box—pull the hook all the way down once, and let go.

Wait one full minute for the sound of the bells

If you hear no sound pull again, and the third time if you get no sound. If you fail the third time go to the next nearest house.

If you fail the third time, go to the next nearest box and do the same there, but do not touch any other box if the nearest one gives the alarm.

After giving the alarm remain a while if possible by the box, so as to direct the firemen to the fire.

SECOND ALARMS.—No person will give alarms for the same fire (after

the first alarm has been given), without an order from an Engineer, and the person so ordered will be sure to go to the same door from which the first alarm was given, and report the same to the Chief Engineer.

BROWN S. FLANDERS, Superintendent.

February 16, 1880.

JOHN E. FITZGERALD,
HENRY W. LONGLEY,
EDWARD A. WHITE. } Fire Commissioners

PHOTO-ELECTROTYPE CO. 171 DEVONSHIRE ST. BOSTON.

THE COMFORT CORSET. IMPROVED.

For Ladies and Children.

A Skirt and Stocking Supporter.



In this remarkable invention, which is having such an unprecedented sale throughout the country, we offer the ladies a garment which we claim is the absolute perfection of comfort and beauty.

This Corset has a socket adjustment for the shoulders so nicely contrived and fitted that it cannot by any means slip up on the neck or down on the arm. By this invention, the whole burden of the clothes is transferred to that part of the shoulder best adapted to sustain their weight; supporting everything without the least inconvenience, and almost without the wearer's consciousness, realizing the name we give to the garment, making it in very truth

A COMFORT CORSET.

In the place of bones, we insert continuous rows of VERY STIFF CORD, which give ALL THE SUPPORT of bones, with the advantage of YIELDING TO EVERY MOVEMENT OF THE FORM, and of being washed without changing the fitness of the garment.

Stylish and tasty as a French Corset, yet combining ease and comfort with elegance and shape, our Corset has the unqualified approval of every physician that has seen it. For children, the advent of this Corset marks a new era in Children's Waists. No movement of the arms can displace the shoulder socket; stockings and skirts are always in position, and all is ease and comfort. Walking or running, sitting down or jumping rope, it is all the same. The Lady's Corset fastens in front, and laces at the sides; the Child's Waist buttons in the back, but it is a perfect little Corset in its beauty of fitness to the form. Each Corset is stamped with TWO NUMBERS, signifying the TWO MEASUREMENTS; the first being the size in inches around the waist, and the second around the SHOULDERS, and the variations are such that any lady or child can be easily fitted.

Directions for Measurement for the Ladies' Corset

For the WAIST measure, draw the tape tight around the waist over the dress, and deduct two inches for thickness of clothes.

For the SHOULDER measure, also taken over the dress, pass the tape around the shoulders (as shown in the illustration), draw moderately, not tight, and make no deduction.

SIZES of the Ladies' Comfort Corset in stock as follows:—

Waist.	Shoulders.
18	34, 36.
20	34, 36, 38, 40.
22	34, 36, 38, 40.
24	36, 38, 40, 42.
26	38, 40, 42, 44.
28	40, 42, 44, 46.
30	42, 44, 46, 48.

Making twenty-six different sizes. It is made of the finest Satteen, white and drab.

Manufactured and for sale by the

BOSTON COMFORT CORSET CO., No. 76 Chauncy Street, BOSTON, Mass.

Samples by mail. Ladies' Corsets, \$2.00 each. Child's Comfort Waist, No. 1, 75 cents; No. 2, 65 cents. London Cord, \$1.00. Twin, 50 cents each. Also for sale by the leading Dry Goods and Corset Houses. In ordering, send Waist and Shoulder measure taken as above. Liberal discounts to Agents and the trade.



For the Child's Comfort and Twin Waist.

Same directions apply to the shoulder measurement as in the Ladies' Corset. The child's waist measure should be taken rather loose, and one inch added for buttoning.

SIZES of the Child's Comfort and Twin Waist in stock as follows:—

Waist.	Shoulder.
20	22, 24.
22	22, 24, 26, 28, 30, 32.
24	24, 26, 28, 30, 32.
26	26, 28, 30, 32, 34.
28	28, 30, 32, 34.

Making twenty-two different sizes.

No. 1 Comfort Waist in Satteen.

No. 2 " " " "

Comfort Waist in London Cord.

Twin Waist in Satteen.

All in White.

STRANGER'S GUIDE TO BOSTON.

(ESTABLISHED 1840.)

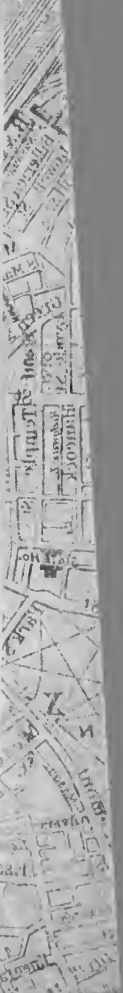
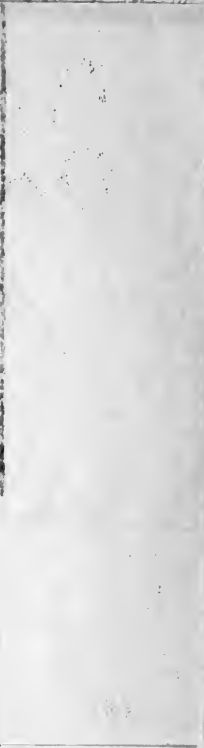
CARPENTER, WOODWARD & MORTON



WHITE LEAD,
LINSEED OIL,
COLORS,
VARNISHES.
MIXED PAINTS, All Shades.

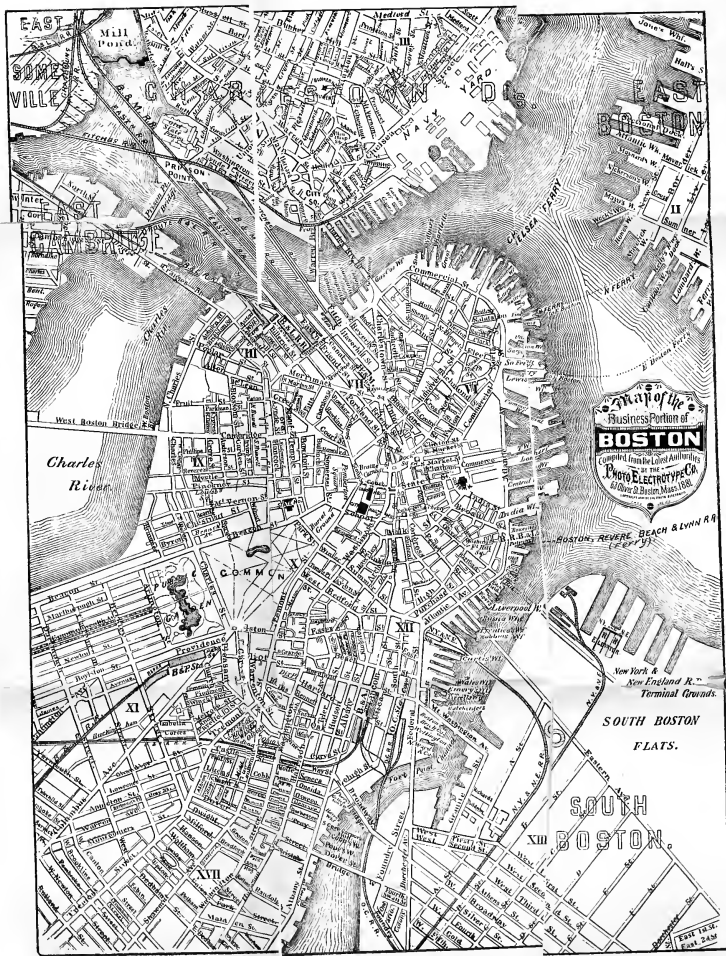
Orders and inquiries carefully attended to.
All goods warranted as represented.

151 Milk Street, - - BOSTON.



OK.







151 Mill

ESTABLISHED 1823.



CHICKERING & SONS'

GRAND, SQUARE, and UPRIGHT

PIANO-FORTES.

THE VICTOR in all great contests, and for the PAST FIFTY-SEVEN YEARS the acknowledged STANDARD of the world—being copied not only by the makers of this country, but of Europe—will be offered during the present conditions of trade at

GREATLY REDUCED PRICES.

THE HICHEST AWARDS were granted our Pianos in the great World's Fair, in London, 1851; at the Great Exposition in Paris, 1867; at the International Exposition, in Chili, 1875; and at the Grand Centennial Exhibition in Philadelphia, 1876. All persons wishing to purchase (or examine) instruments are respectfully invited to visit our warerooms.

CHICKERING & SONS,

156 Tremont St., Boston. 130 Fifth Ave., New York.

BOSTON
CHAIR MANUFACTURING CO.

Manufacturers of all Descriptions of

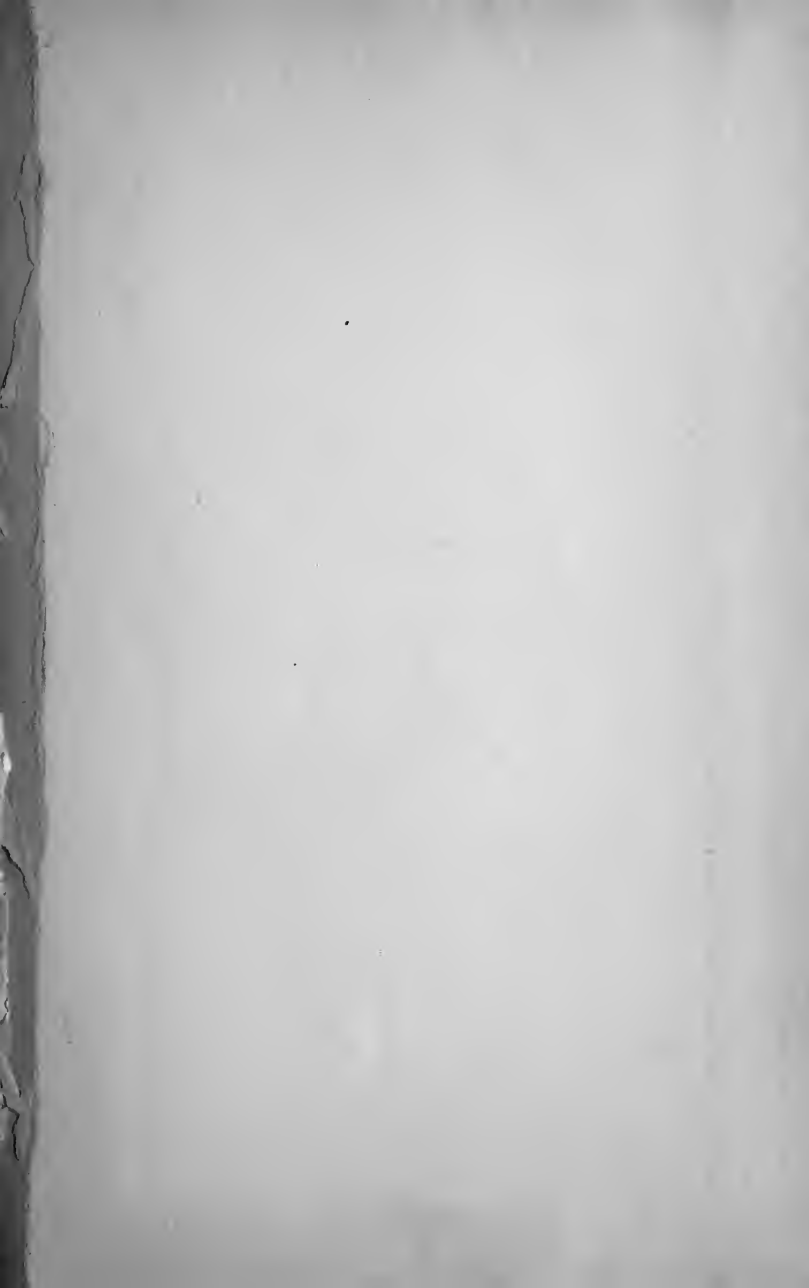


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BOSTON.





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